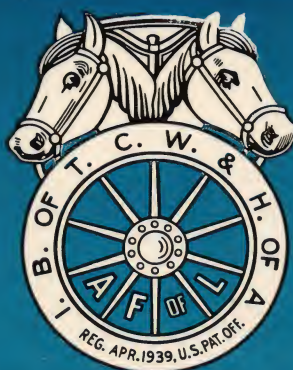


The International Teamster

JANUARY 1952

**MAIL
FLEET
CHICAGO**

Daniel J. Tolin
General President



John F. English
General Secretary Treasurer

INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

1952

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The International Teamster



DANIEL J. TOBIN • Editor

Vol. 49

JANUARY, 1952

No. 1

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Times Do Change

"There is, I think, no taskmaster over free labor so exacting as an American. He knows nothing of hours, and seems to have that idea of a man which a lady always has of a horse. He thinks that he will go forever."

These are words from a famous English writer, Anthony Trollope, who visited America 80 years ago. The quotation is from a book, "North America," which has just been brought back into print. The book has great significance today.

Trollope was impressed, says one observer, "by the material progress and reckless enterprise of the West, and shocked by the harsh treatment of laborers."

Things are different now. Labor has a long way to go, but strong labor unions are fighting for decent wages, hours and conditions. Times do change—for the better when the working people join into trade unions to fight for their rights and a decent standard of living.

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Timely Remarks

by DANIEL J. TOBIN

A Contented New Year

At the beginning of this New Year 1952 I wish to extend to you, my people, wherever you are, in the most sincere words that I can express from my heart, my sincere greetings and best of good wishes from my office in Indianapolis.

The year 1951 has been a year that has tried the souls of men throughout the nation in every walk and capacity of life. Each man in this life of today must do his part. There is no one so small or helpless that he cannot help. Even those who are lame, sick and weary, and in many cases preparing for the end because of incurable disease, even they by their expressions and encouragement can be helpful. There is nothing that makes me so much ashamed of myself as to visit someone in the hospital, which I did recently, who is dying of disease or who has been smashed up in an accident, or to visit in homes where there is someone suffering beyond the power of medical science to help.

Of course, the last year has been sometimes disturbing to us in public life and also it has been irritating in our private life in more than one instance. That is the price we pay for life. I am reminded of the words of the poet, "Life is real! Life is earnest! And the grave is not its goal; Dust thou art, to dust return'st, Was not spoken of the soul. . . . Let us then be up and doing with a heart for any fate, still achieving, still pursuing, learn to labor and to wait."

During the past year some serious and disturbing changes have taken place. We have lost the lives of thousands of young men in Korea; thousands of others may be crippled for life—the flower of the nation, the young manhood of America. My heart goes out to the parents and relatives of this wonderful, courageous manhood which has died and suffered for the cause of freedom. Why do we

in the labor movement or of the business world complain as we do every day from unusually unpleasant problems? If life went on without any of the pains and aches to which we are subject, the uncertainties and disappointments that we must meet, then life would not be worth living and the corporal and spiritual pleasures that we enjoy would not shine so brightly within our souls.

To me, I think it was the most disturbing year in the labor movement that I have experienced in all my life, but it could be worse. We are confronted and inflicted by the Taft-Hartley Law, which I believe is the most cruel, shackling and unjust law ever placed upon the membership of the trade union movement of our country. I expected at the passage of the law to be in trouble as the head of this International Union because of this injustice, but, although it has cost us thousands and thousands of dollars, my answer is this: We have come out on top at the end of this year both financially and numerically, and we have not lost a friend in the employing or business world, nor a real member of the Teamsters' Union during the past year. In fact, we have added perhaps thousands of members to our organization. What I am trying to say to our people is that no matter how black and heavy the clouds are that hang over you in your business and private life, rest assured that those clouds and troubles could be worse, and rest assured also that the sunshine will break through and if you have that manhood within you, that fighting spirit based on decency with which I believe you are possessed, you will overcome all barriers and at the end when the battle for justice and freedom is over, you will be a stronger man than when the conflict began. All we need is courage, faith in ourselves and the determination to go home at night decent, clean in spirit and action. Yes, fight for the rights to which you and your people are entitled by fighting decently and not committing any kind of an act that would cause you to suffer when you lie down to rest.

I am writing this letter to our people, as I write usually at the beginning of the year, not entirely for the purpose of bidding you a Happy New Year in all sincerity, but for the purpose of trying to get you to understand that the coming year 1952 may be even more dangerous and seriously embarrassing than the past year. But again I say to you, if you believe in yourself, emboldened and heartened by the suggestions above contained, I know that when the end of 1952 comes you will be a stronger

man, a better man, and that you will be more grateful to the Unseen Being for having given you the opportunity of having lived in this great year of 1952, and of being permitted to participate in the struggles of life. Above all, one of the requests I make to you as your General President is as follows: Be up and doing every day and every week during the coming year, watching your business, protecting the organization which pays you for your services, and protecting the general membership of this International Brotherhood. Don't do anything unless it is in line with your obligation. And believe me when I say to you no man can rise higher in life or death than a man who has endeavored to live as an honorable man, faithful to his family and friends and ever watchful of his responsibilities to his membership. Keep out those who are not fit for membership. They are crawling like serpents at night, plotting to destroy the work to which you and I have given our lives. Don't let the tempting tongue of some monster encourage you to accept some kind of gift to which you are not entitled and which gift your membership would not want you to accept. It is very encouraging to know that we will leave those who remain behind us in somewhat of a position of financial safety. This we can do to some extent by insurance; that is, by as much as we can afford. But there is more in life to leave behind than dollars and cents—a clean character, a name for those that remain when you are gone, a name of cleanliness and beyond reproach, a name which will never bring shame to those we love. Such qualities and assets are greater than all the filthy gold in the world if such gold is obtained unjustly. Fame is but a fickle dame. Conscience makes cowards of us all if that conscience is carrying thoughts of an unjust and dishonorable nature. The principles of decency, courage, honor, charity, nobility and encouragement are qualities that will live when we are gone if we attempt to exercise them as

"All I Know Is It Has 366 Days"



The International Teamster

we should during the coming year. The message I send to all of you and your families is, only the good that men do shall live after they are gone.

Again, in closing, let us work together to the end that those we leave behind and those who come after us may have better, more calm seas to sail on than we have had. Let us leave our membership and our union stronger, imbued more with the principles of justice and cooperation and brotherly understanding. I repeat, let us leave it better than we found it and let us work to that end during 1952.

A Happy, Contented New Year to all of you.

First Line of Defense

The depressing news from England is much more serious than the average American believes or can possibly understand.

When I was a boy around Boston, England was the center of the world financially and politically.

Born of Irish parents, I inherited all the prejudices against England that then prevailed. This was long before Ireland was free from England.

In those days, England was the leading and most outstanding financial institution in the world. Today England is on the verge of mild starvation and serious financial difficulty.

I grew to like the English people when I first went to England in 1911, as a delegate representing the American Federation of Labor. I found in England some of the finest gentlemen and the most brilliant economic scholars that one could find anywhere in the world. They were not only courteous and interesting, but they never failed to make me feel that I was at home amongst them. There was no such thing as political, religious or any other jealousy in the hearts of the English labor men of those days, and today that condition still prevails. This subject of Irish freedom went to debate in the House of Commons, where I was a guest of Charles Bowerman, a printer by trade and a very high-class gentleman and a brilliant member of Parliament in those days. Charles Bowerman at that time was the secretary-general of the British Trade Union Congress, a job which would resemble that of George Meany's of the American Federation of Labor.

I learned more from that first visit to the House of Commons about the fearless, fighting quality of the British labor man than I had read in all the books which I could get hold of dealing with that subject at that time. I read a good many books in those days, because it was the only pleasure that I had, as well as the cheapest. There were no picture shows then, and there was no such thing as the radio or any of the modern comforts of home that we enjoy today.

Ireland at that time was fighting for independence, as it had been for two hundred years before that. I found the leaders of the labor movement, who were members of Parliament, fighting more strenuously and sincerely for the freedom of Ireland than some of the Irish members were doing themselves. The Irish members did not always go along with labor in those days.

It should be understood that the Irish Party then had only about 86 members in the House of Commons, while the labor movement of Great Britain had a much larger membership. At any rate, I was

completely won over to the fighting, aggressive, gallant leadership of labor in England, and I returned after six weeks with a better understanding of the struggle of labor not only in England but in the whole world than I had had up to that time, and that lesson has never left me. I have endeavored to develop it and improve my understanding of the British and several other nations since that visit in 1911.

The English pound was then worth \$5 and today it is down to less than \$3 and still in danger of going down further in value. Believe me when I say to you that I don't like this.

The Rothschilds of France and Germany before the first World War were the financial wizards of the world. The House of Rothschild in London was second only to J. P. Morgan's in New York in those days.

What a mess the world is in today and what a mess politically, financially and otherwise is facing the British Government and the great people of that island country!

Don't think for one moment that this condition will not affect us. It will affect us and affect us very seriously, and we must not turn our back on the British in their hours of struggle for existence. Oh, yes! I know the common expression now in the stock market and in the financial world. Yes, and even among the hard-working trade unionists of our country; the expression is, "Where are we going from here; what are we going to do—give them over there everything we have and tax ourselves to death to feed them and help them?" My answer to that is, "Yes, that's what we will do, what we should do, because the first line of defense between us and the monsters of Russia is Britain. I repeat, our first line of defense is Britain."

Sure, if we have atom bombs to store away, let's hide them in England and keep sufficient manpower there to man and use those atom bombs if necessary. If you destroy the English-speaking people of Great Britain, it won't be long until the enemy comes to Canada, and from Canada to our shores. We in America must make the sacrifices that we may be called upon to make to help our British friends. We must help and hold the civilization and democracy we are enjoying here and what was possibly originated by the British and their kind who came to this country long before the American Revolution and planted the seeds of democracy and freedom in the hearts of the men and women of

America in those days. In and around Boston, at Bunker Hill, in Lexington and Concord, with their pitch-forks and spades, our rebels held the Britishers, held up the fight and set back the armies of England, and as I said before, planted the seeds of freedom in the hearts of the then fighting patriots of America. Many of the men of Concord and Bunker Hill were of British extraction, a further evidence of the fine qualities of the fighting British.

Advertising Schemes Banned

Many years ago when I came into this office as Editor of this Journal, I found a great many local unions and some joint councils running dances or balls or festivities of some kind once a year, getting up an advertising book which some advertising agent had talked them into, and going out and soliciting funds or subscriptions to the so-called banquet program. The first thing I remember doing was to stop that as much as I could, because it was nothing more nor less than a racket for the advertising agent and for some of the business agents of the unions. In the long run the local unions got very little out of the money collected but, most of all, it was unworthy of the name of the Teamsters.

I called the matter to the attention of the General Executive Board and to the convention in those days and my recommendation was that any local union that used the name or the emblem of the International Brotherhood without the consent and approval of the General President would be liable to charges being preferred against it, and that, if found guilty, the local union would be heavily penalized, even to depriving it of any rights under the Constitution, and I further suggested that the General President, with the sanction of the majority of the General Executive Board, be empowered to suspend that local union.

The first thing I did when I became General President and Editor of the TEAMSTER Magazine was to cut out all advertising. Advertising in labor union journals in those days was just a pure racket. I discontinued the advertising in the Teamsters' official publication and after forty years of experience since then, in writing and editing, I am satisfied now that was one of the best steps that I took in trying to raise the standard of this International Union.

When I was elected treasurer of the American Federation of Labor, in 1917, and commenced to look into the cost of printing the advertisements, and further commenced to look at some of the

corporations that had given half-page ads to the A. F. of L. through its soliciting agent, who is now dead and gone, I was so thoroughly disgusted that I was almost tempted to resign from the position of treasurer to which I had been elected. Upon investigating I found out that it was costing the Federation fifty dollars a page more for the printing and the paper than we were obtaining from a page of advertising.

The first thing that happened was that we compelled the advertising agent, located then in New York, to raise the price per page from one hundred dollars to two hundred dollars, which was quite a little money in those days. At least this covered the cost of printing and publishing but the Federation, itself, made no profit.

After three or four years of discussing this matter and after I had advised the Executive Council and the many other officers of the labor movement, the convention instructed the Executive Council to discontinue all advertising in the "American Federationist," and now, after many years, the "Federationist" carries no advertising and in my humble judgment it has the respect and admiration of its large reading membership and of the public.

My argument then and my argument now is that we don't belong in the advertising world. Newspapers and magazines and other media of publicity, which devote their whole time and who have invested large capital in such business propositions, to them belong the advertising, and now radio and television are eating into those publications that are dependent on advertising.

My second argument was then and is now as follows: If we are not big enough to support our publications and our labor movement without soliciting advertisements from corporations or individuals, many of whom have fought labor, then we should go out of business. Why ask a master truckman, who has been fighting you for years or even a corporation who has been friendly to you for years, for a hundred-dollar ad? The whole thing smelled then to me and in back of all that, as they say in England, "it was a bit of a blooming racket."

At any rate, after some years, and it was not easy, we disposed of the yearly entertainment testimonial advertising book by local unions and I thought I had the thing cleaned up, as I had for a number of years, until lately I found a large, beautiful souvenir book gotten out by an organization in one of the eastern states, one of our local unions, backed up by the officers of the joint council, and

to me it was the most humiliating thing in the past twenty-five years. I should suspend the local or else make them pay back the monies that they received, contributions from truck owners, many of whom have enough to do to pay their running expenses, and other advertisements from corporations that are today the greatest enemies that labor has. All of them fought for and still would spend their money to keep the Taft-Hartley Law and the Hobbs Act on the statute books of the nation, and yet here they were represented in this beautiful, so-called souvenir book, with all the pictures of the officers of the local, the blazing emblem of the International Brotherhood on both sides, with the American flag, the Stars and Stripes, in between!

Well, the case has not ended because I intend to bring this matter to the attention of the General Executive Board and to summon the officers of the local who were responsible for it, and the General Executive Board may compel this union to refund the money to all those who contributed who do not belong to the Teamsters' Union.

Another condition that we had for years in the early days, which has not come to life in recent years, was the custom of a local union who got into distress through a strike or some other reason sending out appeals to all our sister unions for financial aid. This proceeding we stopped except in dire and extreme necessity, such as the awful floods in Kansas or some serious disturbance of nature that might have destroyed the homes of our members' families, like the earthquake of San Francisco. Only in those cases do we permit an appeal to go out for funds.

In the days of plenty and of success, local unions should raise their dues, build up a treasury and have something to protect them when the day of distress comes, as it will come, you know, every so often to all unions and to all individuals.

From now on I am warning any local union that solicits advertising of any kind from the public in any of its branches, I repeat, such local union will be suspended by me with the approval of the General Executive Board, should such an occurrence take place. We, in our unions, are getting good wages; our officers are getting good salaries; we receive very fine dues from the membership and if we have to have a banquet for a reunion, such as the joint council in Chicago holds once a year, then let us provide the funds for the banquet or for the reunion, as does Chicago and other cities. If we have to put up a building or office headquarters,

don't let us start it until we have money enough, either through a legitimate loan from the banks at a reasonable interest rate or from the funds of our unions, before we attempt the building.

One of the reasons that we are where we are is because we try to run this institution, which is a great institution in the opinion of the public and of the labor movement, I repeat, we try to run it on a decent, clean and honorable basis, founded on justice and liberty.

Real Leadership Essential

THE INTERNATIONAL TEAMSTER has reached the highest circulation of any labor publication in the world. I don't say this in the spirit of boasting, because bragging by the man or by the organization gets you nowhere. I have always believed in the old statement I used to have in my copy books when I was going to night school in Cambridge, Mass., after working in a tin shop all day, at the age of fourteen, and that statement was and is true today—that the less you think of yourself as being important the greater will your companions and the public at large, and especially your few friends, appraise your individual ability. I sometimes get tired of people telling me they would like to quit their respective jobs but they don't want to leave their boss or their employer. They try to convey the idea they are all more important than they actually are. Of course, this is pure ignorance and sometimes the statement is made in all honesty. Everyone should have a sign over their door who believe themselves to be the key man or woman in any particular job, and the sign should read, "There is no one indispensable."

We thought when Woodrow Wilson died that no one could take his place. He was a wonderful, honest and able man and an outstanding diplomat and all of his success was based on his decency, honesty, fearlessness and courage. I remember him first when he was governor of the then completely rotten political state of New Jersey. He cleaned out the so-called Nugent gang. They were Democrats but they smelled more like the Charley Murphy gang of New York or the Roger Sullivan mob of Chicago. Remember, those mobs were all Democrats. The common saying in New York at the time was that the Charley Murphy-Tammany Hall mob played one hundred per cent with the Republican organization and that the agreement or understanding was, "Let us have New York City and we will

give you the state of New York." Wilson cleaned out this kind of machine when he became governor of New Jersey. That is when I got to like him and admire him. After he died we thought we could get no one else to take his place. We did not get anybody else for quite a while.

In 1920 Harding was elected President of the United States. In all the history of the United States there was nothing more disgusting than the Harding administration. Harding was a senator from Ohio before he was elected President. As a senator, he was controlled by the Mark Hanna gang of Cleveland and when he became President the same mob controlled him. Under the so-called leadership of Harry Dougherty, he was just the front man for the crooked capitalists of Ohio and in the government of the United States. Harding died under rather suspicious circumstances, I think. He passed away in the Palace Hotel in San Francisco at five o'clock in the morning, so the papers say. The statement given out was that he went to the medicine cabinet in his room and that he took the wrong pills which caused his death. You can figure that out for yourself. The President of the United States always has a man with him as a body servant, in England called a valet, and outside his door two or three secret service men. But adjoining his room in case he would need a drink of water is his personal body servant. How then could he take the wrong kind of tablet? Of course, it could have happened, perhaps, that the valet was asleep and the President did not care to awaken him. But you figure that out for yourself. The American Federation of Labor at that time was getting ready and had already had conferences and consultations with some of the best lawyers in New York for the purpose of preparing charges against the chief of detectives, the job now held by that great and honest man, J. Edgar Hoover, one of the outstanding men of the world in his job and a credit to the American people. Wm. J. Burns was believed by the men of labor to be guilty of kidnapping certain labor men and taking them from Indianapolis across the line to Illinois. I say he was suspected to be guilty by the men of labor. He made a fool out of Harding and so did Harry Dougherty and his gang from Ohio, the stooges of big business coming down from the days of Mark Hanna. Dougherty died practically in poverty.

To get back to the message I am trying to convey, after Woodrow Wilson we thought we could never get another man to take his place. We suffered and the country suffered under Harding, and

then honest, single-minded Calvin Coolidge as Vice President succeeded Harding, to be followed by Hoover. But in 1932 we elected a man who not only had the brains and the ability and the honesty of Woodrow Wilson, but in the opinion of the multitude of the American people was one of the most sound diplomats our country has had in the last century, Franklin Delano Roosevelt. Sure, he has been plastered by some scavengers. All great men are subject to the poison pens of the opposition party. They still circulate stories about George Washington walking across the Potomac in his bare feet for some purposes I will not relate here. They also write about Abraham Lincoln, saying he was an ignorant man. This world will never produce any two greater men than George Washington and Abe Lincoln, but the next two great men who have come to us since the death of Lincoln were Woodrow Wilson and Franklin Delano Roosevelt. The whole world is suffering today and our country is in great danger of blundering because we have nobody equal to the men above mentioned. All the wars we went through and suffered and in which our wonderful manhood died are nothing compared to what we will undergo if by some mistaken judgment we are forced into a third world war.

At the beginning of this year let us pray that we will escape a third world war and that the justice of Heaven may give us men to guide our nation who know something about the dangers confronting us.

No Answer Required

I get a great many letters from my people wondering why I don't sometimes answer in the official magazine, *THE INTERNATIONAL TEAMSTER*, some of our critics. Of course, I have no intention of doing anything like that. My people are sincere and honest and decent but they don't fully understand the rights guaranteed by the Constitution of the United States of free speech and free press.

I have a great many friends in the newspaper business, not only the writers but the owners. Newspapers are businesses that must make themselves pay or else they fold up. Once I met a columnist in Washington for whom I have a great respect, and afterwards he wrote an article that was not very complimentary. I never asked him why he wrote such an article. Why? I know he is trying to earn his salary and as he said to me once, "Dan, you and the Teamsters are news." The point I am trying

to make is that newspaper writers cannot always determine the stuff they write and the material they do write must be interesting to the masses of the people who read the papers.

Many years ago when I was treasurer of the American Federation of Labor, a job from which I resigned although I am now and have been for many years a member of the Executive Council as a vice president, I remember Gompers and Bill Mahon, who was president of the street car men, and I sitting around a table in a cheap hotel in Washington and we brought up a conversation relative to newspaper writers and I recall Bill saying, "Dan, the day they quit talking about you and your organization, you will amount to nothing." I have never forgotten that.

Once again, I met Heywood Broun in Miami. I was down there at a meeting of the Executive Council and some of us were out at the track. I never see a race track except when I am in Miami. I have never made a bet with a bookie in my life. I love horses because I worked with them and very often laid down in the stall beside them in my early days. I had not the highest opinion of Heywood as a man but he was, however, a very clever writer. He was supposed to be a Harvard man, although he did not graduate from Harvard but went there a short time. He wrote for the Scripps-Howard chain of newspapers, I believe, at that time. He was very friendly, shook my hand and patted me on the back and he said, "Dan, I want you to buy me my breakfast." It was then 1:30 in the afternoon. I said, "Okay, Heywood, come on into the dining room and order what you want." I had already had my lunch. I said, "What do you want to eat for breakfast?" He ordered a double brandy. I got his order and I gave the waiter a five-dollar bill for the double brandy, which cost about two dollars. About a week afterwards when reading his column I found he said, "I lost my two-dollar bet on a sure tip, etc.," and he also said, "A friend of mine, Dan Tobin, bought my breakfast and lo and behold, the smallest change Dan had was a fifty-dollar bill." Of course, the insinuation was that I was rolling in money. That is a newspaper man. I was news and the readers, or most of them, delight in that kind of stuff, and, worse than that, most of them believe it if it is written against a labor man. So I don't blame newspaper writers, because they have to make a living. Down in their hearts they are decent men, human beings, and as they say, "We must write something that is news

and you are it." So, don't condemn them and don't blame me for not wasting the space in our Journal by answering their sometimes untruthful statements. Some columnists are real men. Vic Riesel is an honorable writer with courage and decency most of the time. He, too, has to write what people will read.

Please don't keep writing in to me asking why I don't answer those unjust statements against the International or against me. Dan Tobin is just an individual like you are and if I were not President of this International Union they would never mention my name. And as Sam Gompers and Bill Mahon and other great men of labor used to say, "When they quit writing about the Teamsters and some of us, we are has-beens."

Play the game "right" and let them "write." Our standing in the labor movement and in the business of the nation is the best answer to our critics and to our enemies. When day is done and you go home at night, and you are thinking, thinking of your day's work, if in your mind's eye you see that you did your honest best, then you have earned a night's repose. But if not, those guilty cells in your brain will burn into your conscience and conscience makes cowards of strong men.

Mutual Understanding

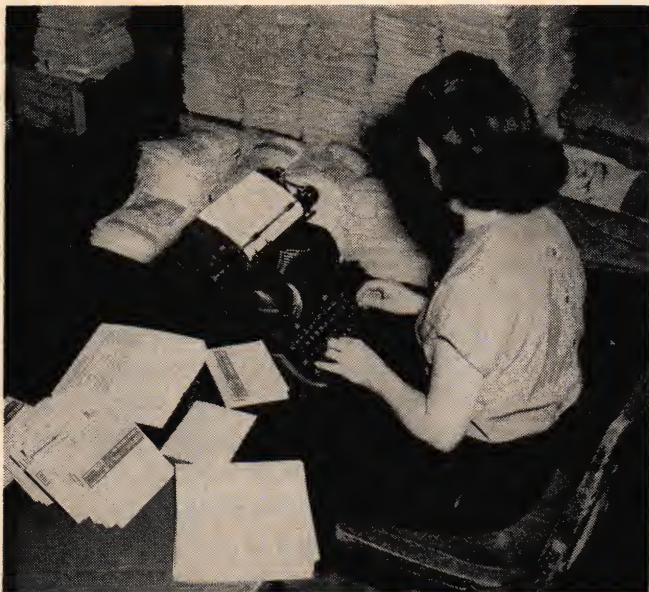
We have many disagreements with our employers and with other International Unions over jurisdiction. There is none of them so serious, however, that we have not been able to adjust them. A great many of those misunderstandings have arisen as a result of the revolution within industry. I mean by that the changing of modern industrial life which brings along the changing of our equipment and the system of loading and unloading which comes under our jurisdiction. I am pleased to say that at this writing we have practically no serious misunderstandings with any International Union in our country. This not only applies to the American Federation of Labor, but to the C.I.O. and some outside independent organizations. This is really a great pleasure to me after all the years that I have endured watching and witnessing very regretfully the unnecessary misunderstandings that arise over jurisdictional disputes between organizations. Many of our local people, and they are not to blame, believe that the decision of the American Federation of Labor can settle a question. That is not true. In fact, while the American Federation of Labor out-

lines jurisdiction, often after years of endeavor, all that the Federation can do is make the decision and then very often one of the parties will refuse to obey the decision. The position of an International Union which refuses to obey the decision of the higher court of labor is entirely wrong. If the decision is considered unjust, and very often it is so considered by the losing side, the real men of labor, the sincere trade unionists, will obey and carry out the decision with the right of appealing to our higher tribunals of labor, the Conventions. I have found after all these years that the real decision that works to the benefit of both parties is the agreement or understanding entered into between International Unions themselves. I have never yet failed, except in one instance, the Brewery Workers, after sitting down with the men of labor who represented the other side of the question on jurisdiction to reach an understanding with them, and that kind of an agreement which we call man-to-man, each side pledging its word and honor to the agreement entered into, is the kind of an agreement that settles jurisdictional and other disputes that might arise between two International Unions. The old-time bullheadedness of the men of the past all claiming they were the power, that they would shut this off, and that they would do this and the other thing, that today is past and as the years have gone by the sincere, intelligent, thoroughly honest representatives of labor now know that bulldozing gets nowhere. Common sense, decency, honesty, sincerely trying to understand the other side of the question, reaching an agreement based on justice to both sides, that is the kind of an agreement that means something not only to the organizations directly involved but to the membership of those organizations and to the employers who may be caught between the two parties in a jurisdictional dispute.

Even more depressing than a jurisdictional dispute with another International Union is the unpleasant situation that arises between local unions or districts, both chartered by one International Union; in other words to be plain, a dispute within our own family. Such a condition as that is not only detrimental to the individuals involved, but it is somewhat of a black eye to the local unions involved in the dispute if they are both chartered by the same International Union. For many years we

have had some misunderstanding between the 12 Central States and our Ohio membership. The representatives of both sides are high class, decent, militant, courageous labor union officials. The representatives of both sides have built up their organizations to be second to none of any labor unions in America. The pity of it was that both sincerely believed they were right. At the last General Executive Board meeting, after hearing the dispute, the Board decided on the recommendation of the General President that a committee be appointed from both sides to sit down together in a place chosen by themselves and to keep on reasoning with one another until they reached some kind of an agreement satisfactory to both sides. The General President appointed a committee as per instructions of the General Executive Board which was as follows: Vice President David Beck, Thomas Hickey, David Kaplan and Frank Brewster. Vice President Beck was appointed Chairman of the Committee. The General President also requested that Attorney Woll and Fred Tobin sit in on the conference as legal observers to be helpful if possible. Representing the Central States, a Committee of three or four was appointed of which James Hoffa of Detroit was Chairman. The Committee representing the State of Ohio was represented by Brother William Welch of the Truck Drivers of Cleveland. After a couple of days of conferences they reached an agreement and understanding which in my judgment is one of the finest steps forward that our people have made in recent years in any dispute arising between our own Local Unions. I want to take this opportunity to thank the members of the Committees and those who represented the International Union for this sensible, mutual understanding and agreement which after hours of arguing was entered into by both parties. This is the kind of work that counts. This is the kind of a job that brings greatness and honor and a sense of doing some good to the labor movement. This is the kind of trade unionism which is embodied in our obligation. This demonstrates the advancement made by the representatives of labor. I again repeat, the men who were helpful in bringing about this understanding are a credit not only to the labor movement, but are valuable assets and bring honor to this International organization.

"... a wise and frugal government, which shall restrain men from injuring one another, shall leave them otherwise free to regulate their own pursuits of industry and improvement, and shall not take from the mouth of labor the bread it has earned."—From Thomas Jefferson's Inaugural Address.



OUTGO—A clerk prepares the "Special Investigation" cards on the basis of reports sent into the International Office on the truck checking cards. The investigation cards ask that a further check be made on designated drivers.



INTAKE—This clerk is opening mail in which the "Special Investigation" reports are received. The names indicated have been further checked and the cards being examined contain reports of the investigation.

TRUCK *T* CHECK TABULATION SHOWS *Teamwork Pays Off*



DETAILED work behind the scenes of the annual over-the-road truck check adds a necessary post-script to the actual field checking done by Teamsters throughout the nation in the annual campaign.

Many union members may feel that the truck check is a project which requires short-term preparation and an equally short period of follow-up. Such is not the case, however, as a brief glance behind the scenes will attest.

Considerable effort in planning and preparation of material for the checkers to use is devoted to the annual drive. This includes the preparation of the proper forms or checking cards, the preparation of the instructions and special letters which go out from Executive Vice President Dave Beck to the local

unions and joint councils. This job is a combination of planning, preparation, printing, processing, shipping and organization.

After the truck checkers have done their jobs at terminals, weighing stations, warehouses, loading docks and other points of contact, the cards are sent into Washington, D. C. for analysis. The check has been in operation for three years and the members in the field are making an excellent record in filling out the cards properly and an even better record in returns of cards sent out.

The cards are sent to the Washington office of the International where they are analyzed for purposes of organization. In addition to this general analysis, another and important step in follow-up is taken. Checkers are asked to indicate on

the card whether the checked driver is a member and if so where, and if he is not, where his home local city is located. In short, space is provided for a direct personal follow-up.

After the checking was done by the 1951 checkers and cards were analyzed it was found that many were received which needed further investigation. At this step a "Special Investigation" card was prepared and sent out. This was a two-part card: One part gave him the directions and instructions for proper follow-up and the other was to be returned to the International's office in Washington to report action taken.

Here is the way it worked: A checking card sent in checked John Doe who said he was from Central City, Ind. and lived at 964 Blank



FIELD REPORTS—These tabulating clerks are alphabetizing the cards which have come into the International Office. All cards shown here are final reports and mark an important step in organization.



UNFINISHED BUSINESS—These few cards represent cases in which the designated driver could not be found, had moved or a case otherwise in which a check could not be completed. The "unfinished" number was remarkably low.

Street, but was not a member of the Teamsters. This card was sent out to the local in Central City with a "Special Investigation" card with instructions that the matter be investigated as to why John Doe was not a member. In this fashion the job of organization was given another step—a step toward increasing membership. Or maybe John was in arrears and needed a reminder to pay up.

Many reasons were assigned why the men checked did not belong to the union: Some had no due book; some were in arrears; some had taken withdrawal cards; some did not want to belong to the union, etc. The follow-up investigation cards have had excellent results in bringing up to date the drivers in arrears and in bringing home to others the importance and value of affiliating with the union.

This story of the checking cards and follow-up can be told quickly, but behind the telling are the skilled hands and brains of a few expert young women familiar with the clerical detail incident to the checking program. These young women open the incoming mailed cards and classify them for analysis. Following this step the cards requiring further investigation are segregated for re-

mailing, this time with the investigation request. After the cards are mailed out and the investigation is made they are returned to complete the cycle of the card—original checker to International to local union for checking throughout follow-up and hence back to the International.

In reviewing the results of last year's check, Vice President Beck said that he was "highly gratified" at the results achieved in terms of organizational progress and general Teamster education. He also said

that the experience of 1951 would be useful in the 1952 check.

"We have a big job ahead in the truck check," Mr. Beck said. "Each year as we improve our machinery of checking and organization we will do a more and more efficient job. In this job the detailed work behind the scenes is of enormous value—a useful supplement to the on-the-spot actual truck checking. This is a matter of teamwork in the Teamster organization and this teamwork is paying off in terms of organization, education and progress."

To Make Western Road Test Near Malad, Idaho

A Western road test, somewhat similar to the recently-concluded Maryland road test will be conducted in southwestern Idaho over a 1.5 mile series of test strips specially built for the purpose on U. S. Route 191 10 miles south of Malad.

The Idaho test strips will be scientifically built to simulate: (1) current construction standards in the West; (2) somewhat lower than current standards, and (3) higher-than-average road standards. Various loadings both single and tandem will be run over the three variations in pavement standards.

In the Maryland test, the measure of wear was the number, length and severity of the cracks in the concrete. In the Idaho test, maintenance will be such that the road is kept in satisfactory serviceable condition and the measure of wear will be the cost of maintenance.

Test strip construction was scheduled to begin this fall, but may be delayed till next spring. Actual testing will be made when the strips are ready next year. The tests are being conducted by the Highway Research Board and the costs are being borne by the 12 member states of the Western Association of State Highway Officials and the Bureau of Public Roads.

Seventy Years of Service

By **GEORGE MEANY**

SEVENTY years ago one of the great institutions of this nation was born. That institution is the American Federation of Labor.

It is an institution which throughout its history has worked and fought to defend the plain people of our country and to advance their well-being.

It is an institution which, while always conscious of its special function as the servant of those who toil, has always given prime consideration to its responsibilities toward our free and democratic nation.

In seventy years many organizations and many movements have appeared on the national scene and, after varying intervals, vanished. Today one can find accounts of some of these organizations and movements in the history books. But in our own day they are non-existent. Launched with high hopes, these organizations and movements somehow lacked the essential ingredients for long life. And so, as the months and years passed, they disintegrated and disappeared from our country's stage.

Gaining Strength

The story of the American Federation of Labor has been quite different. Born seven decades ago, the American Federation of Labor is still going strong. It has encountered innumerable difficulties and it has had its share of temporary setbacks, but it has always pressed onward, indomitably, and it has compiled a record of achievement and progress.

In November of 1951, just 70 years after the first appearance of our Federation, any well-qualified and objective observer would grant

that the A. F. of L. has reached an unprecedented peak and that further advances are clearly indicated in the years ahead.

It was in November of 1881, in the city of Pittsburgh, that 107 delegates came together and established the Federation of Organized Trades and Labor Unions of the United States and Canada. The founding convention opened at Turner Hall at 2 p. m. on November 15 and closed on the afternoon of November 18 in Schiller Hall, to which the Congress moved after the second day's sessions.

Fourteen States

There were delegates present from New York, California, Illinois, Massachusetts, Ohio, Indiana, Maryland, Michigan, Missouri, New Jersey, Pennsylvania, Rhode Island, West Virginia and Wisconsin—14 states in all. There were eight delegates in attendance from New York State, and among them was a young man of 31 representing the Cigar-makers International Union of America. His name was Samuel Gompers.

Right from the start the delegates at Pittsburgh declared that "the past history of trades unions proves that small organizations, well conducted, have accomplished great good, but their efforts have not been of that lasting character which a thorough unification of all the different branches of industrial workers is bound to secure."

The newly formed organization called for "the passage of such legislative enactments as will enforce, by compulsion, the education of children." It went on record against the evil of child labor. It denounced the

unfair competition of prison labor. It recommended that all trades and labor organizations "secure proper representation in all law-making bodies by means of the ballot." It demanded the repeal of the "conspiracy laws as applied to organizations of labor in the regulation of wages and the numbers of hours which shall constitute a day's work."

The delegates at the Pittsburgh convention of 1881 laid down the following objects:

"The encouragement and formation of trades and labor unions," of trades and labor assemblies or councils and of national and international unions; and the securing of legislation "favorable to the interests of the industrial classes."

The proposed plank against child labor was discussed at some length by various delegates before it was put to a vote and approved unanimously. One of the speakers was James Michels of Pittsburgh, a delegate from the Window Glass Workers, who declared:

"John B. Gough has said that the saddest thing he ever saw was a little child with an old face. Oh, I have seen them by hundreds—seen them in mills and factories."

Young Gompers Speaks

And then young Samuel Gompers spoke up.

"Not long since," said the cigar-maker from New York, "I was on a committee appointed to visit the tenement cigar shops. I saw there on that visit scenes that sickened me. I saw little children, 6 and 7 and 8 years of age, seated in the middle of a room on the floor, in all the dirt and dust, stripping tobacco.

"Little pale-faced children, with

a look of care upon their faces, toiling with their tiny hands from dawn till dark; aye, and late into the night. * * * Shame upon such crimes! Shame upon us if we do not raise our voice against it!"

At that meeting of working people 70 years ago which gave birth to our Federation, the 107 delegates in attendance spoke for something like 50,000 toilers. That was a small membership even for 1881, for at that time the total population of the United States was already in excess of 50,000,000. And, in addition to having a modest membership total at the beginning, the Federation was very poor in dollars. Thus, when, as one of the final acts of the founding convention, the chair called for "voluntary subscriptions" to finance the Legislative Committee's activities and the hat was passed around, all that was contributed came to \$56. Not a great deal of money even then.

During the next few years the Federation of Organized Trades and Labor Unions faced many difficult problems. It was involved in con-

flict with the Knights of Labor. Its program for the advancement of labor was attacked by the reactionaries. But the infant Federation, knowing that its cause was just, pressed on. It gained in membership year by year. In 1884 the membership total passed the 100,000 line.

Sam Gompers during these first years was active on the important Legislation Committee and contributed in other ways to the development and progress of the organization.

In 1886 the Federation of Organized Trades and Labor Unions became the American Federation of Labor.

"We needed," Gompers explained, "a consolidated organization for the promotion of trade unionism under which work could go forward daily for the organization of all workers of America, skilled as well as unskilled."

Gompers was elected president of the American Federation of Labor. He served continually until 1894,

when the fourteenth convention elected John McBride. The following year Gompers was returned to office, and he served with great ability as president of the A. F. of L. until his death following the 1924 convention.

The Federation of Organized Trades and Labor Unions had placed particular emphasis on legislative activity. The American Federation of Labor put its reliance upon economic organization first of all—in other words, upon effective trade unionism. At the same time the legislative field was not neglected by the A. F. of L.

The leaders of the Federation always had before their eyes the great purpose which was the major reason for the existence of organized labor—the betterment of the lot of the worker and of those dependent upon him. The leaders of the A. F. of L. knew what the object of the movement was, and they worked hard and with determination to achieve it.

From 1886 to 1890 American labor pressed its drives for the eight-



Delegates to the 1903 Convention in Boston with Samuel Gompers, Secretary Morrison and Teamster delegate Daniel J. Tobin.

hour day. Gains in leisure were achieved as the hours of work dropped from 63 a week to 58 a week. The workers' income increased. More and more wage-earners joined unions.

By 1899 the American Federation of Labor could point to a total membership of 349,000. The next year the figure was 548,000 and the year after that the membership stood at 787,000. In 1902 the membership of the A. F. of L. crossed the 1,000,000 mark for the first time and five years later the total was 1,538,000.

The anti-union employers of the nation were not pleased. They set out to check the rising movement of organized toilers. They were determined to cripple and, if possible, destroy the American Federation of Labor and its affiliated unions.

It was in 1908 that the Supreme Court of the United States ruled against the Danbury Hatters. This was a heavy blow. As a result of this sweeping decision many humble trade unionists lost their savings and their homes.

Membership Mounts

As the years passed, the A. F. of L.'s membership mounted steadily. It passed 2,000,000 for the first time in 1914. When the United States went into World War I in 1917 there was an acceleration of industrial activity. This was soon reflected in a growing union membership.

After the war the National Association of Manufacturers and the National Metal Trades Association decided to spearhead an all-out open-shop drive. These vicious enemies of labor were helped by the prevailing economic situation. There was a postwar depression, with more than 5,000,000 workers unemployed by August of 1921. Hostile attitudes toward labor on the part of all branches of government and the widespread use of anti-union propaganda aided the open-shoppers in their drive to smash the workers' organizations.

Late in 1929 came the great stock market collapse. Soon the nation

was plunged into the most serious depression in its history. Millions of workers became unemployed. Those who still had jobs suffered pay cuts and wondered when they, too, would be forced to join the army of unemployed. This was a period when millions of workers and their unions suffered heavily.

In 1934, Section 7(a) of the National Industrial Recovery Act formally recognized the right of the working people to join labor organizations and engage freely in collective bargaining without interference of any kind by their employers. This provision stimulated the organization of working people into unions. Where in 1933 the total membership of the affiliated A. F. of L. unions had stood at 2,126,796, one year later the figure was 2,608,000 and by 1936 the total membership was 3,422,000.

In 1935 the Wagner Act was passed. On April 12, 1937, the Supreme Court, by a vote of 5 to 4, upheld the historic statute's constitutionality. This decision of the Supreme Court greatly encouraged unorganized, poorly paid workers to liberate themselves from exploitation, domination and intimidation by their employers.

An Era of Strife

In October of 1935 the Committee for Industrial Organization was formed. The creation of the CIO ushered in an era of strife within the family of labor which has not ended yet. Year after year the American Federation of Labor has called for efforts to achieve organic unity, but the CIO has not manifested much interest in the A. F. of L. proposal.

With the coming of World War II, vast members of trade unionists went into uniform. Labor also rendered yeoman service in the vital Army of Production on the home front. Tremendous quantities of airplanes, ships, tanks and guns were turned out by the patriotic and efficient workers of America during the war, and these played their im-

portant part in bringing about the defeat of the Axis.

In 1939 the A. F. of L.'s membership total was 4,006,354. Two years later there were 4,569,056 members enrolled. By 1945, the last year of the war, the Federation counted a total of 6,931,221 dues-paid members.

The Sneak Punch

Having rendered loyal and valuable service to their beloved country during the war, the working people of the nation looked forward to an opportunity to resume efforts to make progress once the fighting ended. Unfortunately, a reactionary majority took power in Congress and it succeeded in passing the oppressive Taft-Hartley Act in 1947 over a Presidential veto. This most unfair statute, which places shackles on American working people, is still on the books. The American Federation of Labor of today regards the Taft-Hartley Act as the pioneers of 1881 regarded the use of the conspiracy laws to interfere with the formation of unions by workers.

Seventy years have gone by since the Pittsburgh convention which launched the Federation of Organized Trades and Labor Unions. Through this entire period our movement has worked consistently for the economic betterment of those who toil, for justice and liberty.

At its birth, with young Sam Gompers and his fellow pioneers decrying the shocking evils of child labor, our Federation was a humanitarian movement. During the seven decades which have followed the founding convention it has always been a humanitarian movement. And today it is still a movement which is humanitarian to the very core.

The American Federation of Labor from 1881 to 1951 has approached the problems of working people in a *practical* spirit. It has dealt with these problems in down-to-earth fashion. Throughout the past 70 years the Federation has emphasized *organization*—the organization of working people into

genuine trade unions—as the key to progress. Time has demonstrated the soundness of this stand.

Thanks to the effectiveness of trade unionism as conceived and practiced by the American Federation of Labor since 1881, the wage-earners of our country long ago achieved the highest standard of living in the world and they have maintained this pre-eminence year after year.

The success of the American Federation of Labor from 1881 to 1951 has been very important for working people. It has been important not in the bread-and-butter sense alone. Man's dignity and self-respect, the assurance that an arrogant, feudal employer will not be allowed to treat him unjustly—these things are most precious. The A. F. of L. has defended the dignity of the individual, it has fostered his self-respect and it has protected him against victimization by an arbitrary or cruel employer. In doing these things the A. F. of L. has contributed greatly to the self-respect and the happiness of the wage-earner and his family.

The shorter work-day and the shorter work-week have been notable accomplishments of the American Federation of Labor. Output has risen and earnings have increased as the hours of work have been pushed down. With the reduction in the hours of work and better wages and salaries, the workers have gained the opportunity to enjoy life and to participate fully in constructive community activities as responsible citizens in a democracy want to do.

Workers Swindled

When our Federation first came into existence, many workers were being swindled out of payment for their work. The "order" or "truck" system of payment was prevalent. In 1881 employers disclaimed all responsibility when their employees were injured on the job.

The Federation strongly advocated laws to insure payment for labor performed. It called for work-

men's compensation when accidents occurred. It insisted that employers should act humanely and ethically toward their employees and not regard the labor of human beings as they regarded their raw materials or other commodities.

One of the most outstanding contributions of the American Federation of Labor has been its successful advocacy, against the most powerful and most stubborn resistance, of the high-wage principle. Today it is generally conceded that the great industrial expansion which has taken place in the United States during the past half century, and which constitutes such a vital part of our national strength, would not have occurred if organized labor had not insisted upon the high-wage principle. Mass markets have been provided for the multitudinous products of American industry as a result of organized labor's persistent efforts to insure that adequate purchasing power was put into the hands of the millions. The whole nation has benefited.

Lessons for Bosses

The American Federation of Labor has demonstrated to American employers that higher wages do mean higher profits since higher wages mean more efficient and more productive workers and, as a result, lower labor costs per unit.

Space is lacking to make possible a detailed discussion of all the fields in which the American Federation of Labor has made valuable contributions. The A. F. of L. has never restricted the purposes to be accomplished by the organized labor movement. As the 1905 convention said, the functions of trade unions in the interests of the working people are *without limit*.

The provision of educational opportunity for every American child was one of the first objectives of the A. F. of L. Before the establishment of the public school system, some children attended school and a great many did not; the educational opportunities were limited to those

who could afford to pay. It is obvious that the efforts of the American Federation of Labor in the educational field have tremendously bolstered our democratic society.

Service to Humanity

Even more important has been the service to the cause of humanity rendered by the A. F. of L. through its firm stand against international aggression. The A. F. of L. played its full part in World War I and again in World War II. The Federation has always regarded world peace as essential to human happiness and progress. Many years ago the A. F. of L. advocated treaties providing for the settlement of international disputes through arbitration and for the limitation of armaments. The A. F. of L. has always been for peace—but never for peace at any price, never for peace at the price of surrender to the forces of darkness and slavery.

For many, many years the evil system of Communist oppression which has its headquarters in the Kremlin has had no stronger and more consistent opponent anywhere in the world than the American Federation of Labor. It is a source of very deep satisfaction that the A. F. of L. perceived the true character of the Soviet regime from the beginning—that the Communists clearly stood for tyranny, inhumanity, thought control and enslavement.

While many other organizations and individuals were asleep or indifferent or taken in by the Communists' seductive propaganda, the American Federation of Labor unhesitatingly attacked the Soviets when they seized power violently in 1917 and it has continued to attack them and to fight them over the years. Recently the leadership and far-sightedness shown by the American Federation of Labor in the fight against communism, as against all other forms of totalitarianism and tyranny, have begun to be recognized by the public.

Another major service of the American Federation of Labor to

humanity has been the work carried on among the toilers of Europe, Asia and Latin America. For some years the A. F. of L. has been assisting the working people of other lands by showing them how real unions are organized, how they operate and how they enable wage-earners, through their own united efforts, to pull themselves up out of the mire.

The American Federation of Labor is a *human* institution. It does not claim to have attained perfection. But the record of the past 70 years clearly establishes that the American Federation of Labor has worked hard for the welfare of the millions who toil, that it has accomplished great good for many millions of human beings and that it has ever been one of the strongest bulwarks of the greatest cause in the world—the cause of freedom, brotherhood and justice for people everywhere.

It is now a full 70 years that the American Federation of Labor has carried on. Neither depressions nor wars nor political setbacks have been able to destroy this great movement. It has survived and prospered through the vicissitudes of seven eventful, historic decades. It has written a rich history, replete with sagas of courage and determination on the part of plain working people, over the long years since November of 1881.

As our Federation enters upon a new decade, it faces many complex and difficult problems, but it faces them with quiet confidence that they will be solved. As Samuel Gompers and his fellow trail-blazers carried on in their era, with courage and wisdom, so shall we try to carry on in ours.

Today the American Federation of Labor, that infant of 1881, is a part of America, a *permanent* part of America. We have completed 70 years of useful existence and now we look ahead, with eagerness and confidence, to the 70 years that lie ahead and their vast opportunities for further service to mankind.

Extend Hearings On Explosives

By mid-December, Interstate Commerce Commission hearings on the application for a grant of authority to carry explosives by motor truck had gone into their seventh week. The hearings were before B. E. Stillwell, examiner. The case was MC-200 (Sub-84), application of Riss & Company of Kansas City, Mo. The International Brotherhood of Teamsters indicated an interest in the case through its petition to be permitted to file as an intervenor. The Teamster petition was published in last month's INTERNATIONAL TEAMSTER.

During the extended hearings both advocates and opponents of motor truck transport of explosives presented what they thought were strong pieces of evidence to support their contentions. Long safety records in carrying explosives were put into the record by motor carriers. The Riss case is important because the decision made will determine the disposition of some 50 other cases pending before the Interstate Commerce Commission.

Chief opponents to the trucking application are the railroads which do not want to see explosives transport business diverted from rail to truck carriage. Some state, county and municipal officials raised the question of danger to towns through truck transport, but upon further examination it was admitted that railroads also pass through towns and cities, likewise exposing them to any potential danger which public transport of high explosives may have.

Riss now has a temporary permit and seeks to make it permanent. The Teamsters in their petition said: "Petitioner (Teamsters' Union) has among its interests the well-being of the motor carrier industry" and set forth reasons why the application should be granted.

The Teamsters pointed out that training of drivers has resulted in excellent safety records in transporting

explosives. The petition also pointed out the necessity for explosive carriage by the motor transport industry in event of war.

Local 688 Issues Anniversary Booklet

"Ten Years of Trade Union Democracy" is the title of a handsome 66-page illustrated 13 by 10 inch publication commemorating the tenth anniversary of Teamster Local No. 688, St. Louis, Mo.

The cover of the publication shows a warehouseman checking records. The model for this cover was Robert Walton, a J. C. Penney Company employee and member of No. 688. The publication contains a full page photograph of General President Daniel J. Tobin with a letter of congratulations on the facing page. Letters and photographs are also included from General Secretary-Treasurer John F. English, Executive Vice President Dave Beck, and AFL President William Green, and others.

The story of No. 688 is told in text and photographs. Every phase of local union activity is covered—organization, political action, health activities, recreation, community service. William Latal is president and Harold J. Gibbons is secretary-treasurer. The booklet carries no advertising.

The extensively illustrated booklet representing detailed research in ten years of the local's history was an undertaking of the union's tenth anniversary project committee under the chairmanship of John Farabee. Ernest Calloway was editor of the publication and Carl Leatherwood and Joseph Reynolds, associate editors. Three research assistants joined the editors in compiling the material for the commemorative issue: Joseph Ames, Marvin Rich, and Sally Heller.

The local reports that it has received compliments on its publication from labor and other groups from all parts of the United States.

AFL Chief Raps 'Evening Star'

The Washington, D. C. Star said on Nov. 27 in an editorial that "the most solid conclusion that will emerge from the investigation of Senator Taft's Ohio campaign is that you can't argue with a man who has won an election by 431,000 votes." It said also that "the Taft-Hartley Act is a good law and it serves a good purpose."

AFL PRESIDENT WILLIAM GREEN took exception in a letter to Editor B. M. McKelway:

I am confident that quite a number of the readers of the *Evening Star* were filled with resentment when they read the editorial entitled "Investigating Senator Taft" which appeared in the November 27 edition. I interpret the editorial referred to as reflecting the indefensible, reactionary editorial policy of the *Evening Star*.

First of all, it is made clear in the editorial, that in the editorial opinion of the *Evening Star* no limitation should be placed upon the amount of money which a candidate for election to the United States Senate should spend in his campaign. I interpret the editorial to mean that no objection should be offered to the expenditure of five million dollars, or more, by Senator Taft and his friends, during his campaign in Ohio for election to the United States Senate. How long can our democratic form of government last under such procedure? Such a policy would mean that men who are possessed of unlimited sums of money could spend it in an election campaign without violating any law or committing any offense.

You refer to labor and the representatives of labor as evil forces because they deemed it their duty under our free democratic form of government, to oppose Senator Taft for re-election to the United States Senate, and in your editorial you

Green Writes Scorching Letter to Washington Editor Who Sees Nothing Wrong With Senator Taft's Backers Spending \$5 Million on Election

state the Taft-Hartley Act is a good law and it serves a good purpose.

The facts are that the Taft-Hartley law limits the freedom, curtails the liberty and inflicts a vicious blow upon the dignity of labor. Those who sponsored the Taft-Hartley law had this purpose in mind when it was drafted and introduced into the Senate of the United States. It was originally designed to weaken organized labor, to prevent workers from being efficient in their efforts to improve living standards and to promote human welfare.

Suppose Congress would pass a law limiting freedom of the press, thus curtailing the exercise of liberty and democracy! No doubt the editor of the *Evening Star* would join with other editors in opposing the enactment of such legislation. The owners of newspapers and their editors would be justified in putting forth special efforts to bring about the defeat of a member of Congress who introduced such legislation robbing them of their freedom and their liberty. However, in your editorial you denounce labor organizations and the representatives of labor organizations because they oppose the Taft-Hartley Act which robs them of freedom, independence and dignity.

Such legislation as the Taft-Hartley Act will serve to encourage communism. It creates resentment against the author of the legislation and against those elected to Congress who vote for it. It is difficult to understand why an editor would favor the enactment of such highly objectionable legislation as the Taft-Hartley Act, which

creates widespread resentment among the masses of the people and thus serves to promote the spread of communism.

The membership of the American Federation of Labor, numbering 8 million, and its officers stand uncompromising and immovable in opposition to communism or the Communist philosophy. They defend free enterprise and our American form of government. Because of the serious days through which we are passing and because of the invasion of communism in all countries throughout the world, labor in America should be strengthened and encouraged in its determination to oppose communism. That would be to the advantage of the owners of the *Evening Star* and the reactionary newspapers of the nation who are the real beneficiaries of our free enterprise system. Do you want the millions of workers in America to stand and fight communism and the invasion of communism in the United States? If so, then do not drive them from that position through your support and approval of vicious legislation such as the Taft-Hartley law.

The movement to overthrow free, democratic forms of government in nations in Europe and elsewhere where communism has won great victories, originated within the ranks of discontented, resentful, poverty-stricken workers. For instance, Czechoslovakia became communist when the workers in that country launched a revolution, overthrew the free, democratic form of government and established communism. Lessons and experiences of that kind

(Continued on page 23)

“We’ve Come A Long Way Since Then . . . ”

AN unusual “memo to members” from a Teamster local has come to the attention of THE INTERNATIONAL TEAMSTER. Recently Local No. 265 a chauffeurs’ union sent out a memorandum to the members and their families. The memo, entitled “We’ve come a long way since then . . .” traces progress since the local started back in 1909.

Space does not permit publication of the entire pamphlet, but the following excerpts are of such interest that they are herewith given for the information of the membership of the Teamsters’ Union:

In the early days of the century—around 1909—when Local No. 265 first started, chauffeurs had it rough. If your conditions today are measured against the conditions then, you’d be amazed at what you have been able to do through your union.

Just for example: in the old days, the drivers made their own repairs, pumped up tires, washed and polished their own cars. They worked 12 hours a day in the old days until the union cut it to ten—and then to eight.

But you don’t have to go back forty years or more to find out that Local No. 265 has done a bang-up job for its members. Let’s take the Thirties as a starting point—a few years before World War II got under way.

Wages

In the middle thirties, a cab driver got \$3 a day for a ten-hour day and he worked six days a week. Today, a meter cab driver draws \$10.30 a day or 50 per cent, whichever is higher.

A limousine driver was paid \$5 a day not so long ago. Now he’s paid \$12.30 a day.

Airport and sightseeing bus drivers got \$5.50 a day; now bus drivers draw \$13.80, airport drivers \$14.55.

Mortician drivers got \$150 a month but now they are paid \$335.

The six-day week was common practice in the early Thirties, along with what was called a 48-hour week. Actually if the driver worked longer than 48 hours, he was paid only straight time—whether it meant a ten-hour day or working on your day off.

The other drivers in Local No. 265 worked similar hours and under similar conditions. But no more.

Meter cab drivers are on a 5-day, 40-hour week with time-and-a-half for overtime and for working on days off. Limousine drivers are on a 5-day week now and mortician drivers are on a 44-hour week. And overtime applies to them, too.

Welfare Plans

The idea of providing prepaid medical and hospital and surgical care was unheard of just a few years back. Now it’s an established fact for members of Local No. 265.

Most of the union’s members and their families are protected now by a welfare plan paid for by their employer. For most of them, the plan costs \$8.50 a month; where that amount isn’t being paid now, the union plans to get it at the first opportunity.

The plans provide comprehensive medical care, hospital benefits, payment of other hospital charges, payment for doctors’ and surgeons’ fees as well as life insurance.

It’s worth noting that in three months plus one week, 200 members and 154 dependents of members received some kind of medical care under the meter cab welfare plan. The benefits paid to provide this care totalled nearly \$35,000.

Employers once had an unpleasant habit of holding “spring cleaning” every year. This seemed to be a matter of sweeping out a lot of drivers for a variety of reasons and some for no reason at all.

The union has changed this. Jobs are protected now by the union’s contracts. If men must be dis-

charged, seniority controls—last in, first out is the rule today.

If a man is discharged unfairly, he has the right to a hearing with the union’s representatives present to tell his side of the story and to back him up.

There are other conditions won by the union that makes a chauffeur’s job today a sight better than it was a dozen years ago. Vacations, for example.

There were no vacations then; but Local No. 265 paved the way for vacations. In fact, it was one of the first Teamsters’ unions to write vacations into its contract.

Local No. 265, too, paved the way for the employer paying his share of holdup insurance. The union started it, then won the cab owners’ participation in providing insurance in negotiations.

A driver can take his complaints to the union and be sure that he’ll get a hearing on them.

And there are many other minor conditions, too numerous to list here, that add up to a letter job.

The Result

There’s little question that the union—a solid combination of members who know the score and officers who know their business—has done a job.

Yesterday’s pay scale and yesterday’s job conditions go out of style pretty fast. Changing prices and changing conditions soon put them in a class with last year’s models.

But the union has been able to keep up with the changes. It has modernized its contracts as rapidly as conditions would permit and it will go on doing just that.

And that’s the important thing. Alert, interested members plus farsighted leaders brought Local No. 265 to where it stands today. And they can carry it to still greater achievements.

And you collect the dividends.

TEAMSTERS at work on ALASKA'S RUGGED TERRAIN



Above: Dump trucks rumble to edge of icy waters as section of Alaskan coast is leveled and filled.

TTEAMSTERS are participating in construction activities in Alaska vital to national defense and development of the Territory. These photographs show Teamster activities on the link of railroad from Anchorage to Seward.

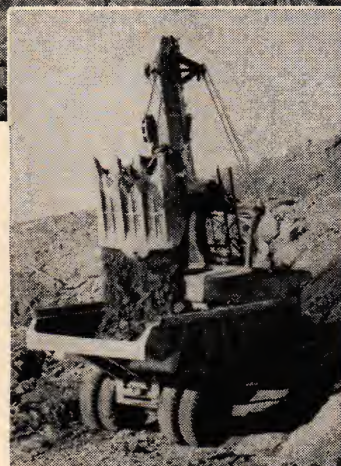
The particular stretch shown in these photographs is a 17-mile section which was started in March 1948 and completed November 30, 1951. This job required filling and construction of an entire new road-bed for 17 miles through some of the most rugged terrain in the Northwest. Contractors for the job were Morrison-Knudson-Peter Hewitt Company.

Roadbuilding is important in Alaska and about two years ago, chiefly at the request of military authorities funds were requested for the rehabilitation of the railroad from Portage to Seward. Also part of the communications improvement



program was the construction of a parallel highway from Anchorage to Portage. Work is proceeding on this job and will be black-topped in 1952, according to present plans.

Construction work in this area involves all sorts of hazards and difficulties from hacking through forests, filling in swamp areas to



Above: Modern equipment is in use as this photo shows. Left: A scene of bleak Alaskan terrain showing draglines and trucks in action.

blasting through rock. Government authorities report that regardless of the challenge offered by the difficult terrain, American workmen have been able to blast and hack their way through the most formidable obstacles in order to develop railroad and highway arteries through the frigid north.

The Gypsy Broker Goes to Court

THE irresponsible gypsy trucking companies, dissatisfied with the Interstate Commerce Commission's final decision in its proceeding involving the leasing practices of motor carriers, are swamping the courts with litigation attempting to upset the Commission's decision. Five groups of carriers have filed suits in as many jurisdictions challenging the validity of the Commission's order on every conceivable basis. The courts are being urged to upset the Commission's order as an unconstitutional deprivation of property without due process, as an unconstitutional interference with freedom of contract, as beyond the statutory powers of the Interstate Commerce Commission, and as contrary to the record and evidence before it.

Union Will File

The Teamsters' Union has or will enter into all these litigations to uphold the validity of the Commission's order. The Union will make a vigorous presentation to show that the Commission's order is a lawful and proper one which should be sustained. Undoubtedly one or more of the five pending cases will go to the United States Supreme Court, which will ultimately be required to decide the question.

The five cases and their present status follow:

(1) The American Trucking Associations, Inc., the National Automobile Transporters' Association, the Association of Highway Steel Transporters, Inc., and 14 sizable common carriers filed suit in the northern district of Alabama in Birmingham against the United States of America and the Interstate Commerce Commission. Numerous parties intervened in support of the plaintiffs, among which are the Secretary of Agriculture, the National Industrial Traffic League, the Florida Citrus Commission, the South-

eastern Association of Railroad and Public Utility Commissioners, and various individual carriers. The Teamsters' Union, the Class I American railroads, and the State of Washington intervened in support of the Commission's order. On October 22, 1951, the case was submitted on briefs to the three-judge court for its final decision. We are pleased to report that on December 14, 1951 the Federal Court decided the case in favor of the Teamsters' Union. See copy of court order on opposite page.

(2) Twenty-one large common carriers brought suit in the southern district of Indiana at Indianapolis in August. Among the plaintiffs are such companies as Trans-American Freight Lines, Spector Motor Service, Dixie Ohio Express Company and Kramer Brothers. This case was argued on November 19. Former Senator Burton K. Wheeler appeared as counsel for our Union and demonstrated to the court very vigorously the ruinous consequences of the unrestricted gypsy operations which the Commissioner's order was designed to prevent. The case was taken under advisement by the court with a decision expected to be reached before February 1, 1952.

(3) The Movers' Conference of America, formerly known as the Household Goods Carriers' Conference, and about 400 of its members brought suit in the eastern district of Michigan at Detroit, continuing their long argument that the household goods carriers should receive specialized consideration from the Interstate Commerce Commission. On November 5 the court was asked by the Commission, joined by the

Teamsters' Union, to postpone consideration of this case pending the decisions by the Birmingham and Indianapolis courts. The Detroit court took this motion under advisement, its decision to be rendered after it has an opportunity to see whether the Birmingham and Indianapolis decisions cover the case before it.

(4) Greyvan Lines instituted suit in the northern district of Illinois at Chicago. No proceedings have been had yet in this action although a motion for its postponement is now pending before the court.

(5) A fifth suit was instituted by a few small contract carriers in the Ohio Federal Court at Cleveland. This is the only case in which the Teamsters' Union has not yet formally joined as a party. It is anticipated that the Union will do so if it seems necessary.

Union Views Backed

The Interstate Commerce Commission has swung around to the view always urged by the Teamsters' Union and it now adopts in court most of the arguments which the Union initially placed before it. Some of the carriers which own their own equipment have come forward in support of the Commission, and have also adopted the views the Union always urged.

Briefs filed by the Teamsters' Union have concentrated on showing that present gypsy operations entail the same vicious practices which existed in the trucking industry before 1935 and which caused Congress to bring the industry under regulation. The gypsy system of operations enables the carriers to avoid regulation and to revert to the

type of practices which Congress tried to prevent by passing the Motor Carrier Act in 1935. As showing the similarity between present gypsy operations and pre-regulation conditions, the Union's brief quoted from the hearings before Congress in 1935 when the need for regulation was determined. For example, at these hearings, Mr. Whitehead, an executive officer of the Arrow Carrier Corporation, testified:

"Our industry can no longer be conducted like local service industries, such as pants pressed and corner grocery stores. The transportation of property by any form of conveyance, whether railroad, truck, waterway, or airplane, when from one community to another, cannot be successfully conducted for the accommodation of the shipping public unless the agencies of transportation are put into a different classification than ordinary businesses. Unless the operating of transportation companies of any sort can be conducted under rules of law which tend to assure continuous operation by responsible concerns at rates which are uniform and compensatory both to the labor and capital involved, then the general public must suffer, as well as the companies, because of the instability and discrimination in rates, the lack of certain and dependable service, the impoverishment of hundreds of thousands of laborers, and a breakdown in financial structures which reverberate throughout the whole economic structure.

'Desired Regulation'

"Responsible truck operators have desired Government Regulation for a number of years. . . .

"There are opponents of truck regulation, which divide themselves into several classes; the manufacturers of motor trucks, the uneconomic truck operator who exists only because he exploits his labor and conducts his affairs generally along the same line in order to be able to chisel the rates of responsible truckers and railroads. This type of op-

IN THE UNITED STATES DISTRICT COURT FOR THE NORTHERN DISTRICT OF ALABAMA

SOUTHERN DIVISION

AMERICAN TRUCKING ASSOCIATIONS,
INC., ET AL,

Plaintiffs

vs.
UNITED STATES OF AMERICA and the
INTERSTATE COMMERCE COMMISSION,
Defendants

CIVIL ACTION
NO. 6758

This cause came on to be heard on the 22nd day of October, 1951, before a duly constituted district court of three judges. The court first considered the several motions to stay proceedings in this action pending the determination of other actions involving the same issues and some of the same parties pending in other district courts and announced its opinion that such motions were due to be denied.

Thereafter, the parties hereto, in open court, consented to the submission of this cause for final judgment upon plaintiffs' prayer for a permanent injunction to set aside or annul the order of defendant, Interstate Commerce Commission, entered May 8, 1951, in proceedings entitled "Lease and Interchange of Vehicles by Motor Carriers, Ex Parte No. MC-43." Thereupon, the court took this action under submission on the pleadings and the proof, including the record of the proceedings before the Commission, and briefs and reply briefs of the respective parties.

In conformity with the opinion of the court contemporaneously filed herewith:

It is, accordingly, ORDERED, ADJUDGED and DECREED by the court that plaintiffs are not entitled to any relief for which they have prayed and that this action be and the same is hereby dismissed with prejudice.

It is further ORDERED, ADJUDGED and DECREED that the costs of court incurred herein be and the same are hereby taxed against plaintiffs, for which execution may issue.

Done, at Birmingham, Ala., this 14th day of December, 1951.

LEON McCORD,
United States Circuit Judge.
CHARLES B. KENNAMER,
United States District Judge.
SEYBOURN H. LYNNE,
United States District Judge.

erator does not continue for any great period of time, but as he encounters financial difficulty he reorganizes. These operators do not carry adequate insurance to protect the public interest in cargo and public liability insurance and do not supply adequate terminal facilities to protect the cargo entrusted to them. This condition is practically due to the lack of standardization which could be accomplished by proper regulation. Then there is that type of shipper representative who thinks only of the supposed temporary advantage of playing off one transportation company against another to the end of obtaining preferential rates and wielding the big stick of bargaining power. . . .

"Apparently it is the wish of some of those equipment manufacturers and their allies, centering partly around Detroit, that they shall be left free to sell trucks on a shoe-string to whomsoever they can induce to make a sufficient down payment, and then, under a vicious brokerage system, try to keep that operator going somehow long enough to extract a substantial part of the balance of the purchase price. It seems also to be feared by those equipment manufacturers that their market for used and reclaimed vehicles will be curtailed. The allied oil and rubber interests largely join in this resistance to truck transport regulation because they think there will be some reduction in their sales.

It is very evident that these equipment manufacturers and those associated with them are virtually unconcerned either with the welfare of their customers or the demoralization of transportation as a whole which prevails in this country. Their policy, in our judgment, is shortsighted. It seems incredible to us that they would rather foster inexperienced, shoestring, fly-by-night truck operators, who exploit their own and their paid labor, rather than to have a stable, responsible market for their products. This condition can be best recognized after considering that a profit is realized on the sale of each truck. Each time a truck is repossessed, the manufacturer again makes a profit by reconditioning and resale of the unit."

Two Truths Presented

The Teamsters sought to demonstrate two essential truths with respect to the litigation now before the court. In the first place, we sought to make it clear that this case will determine whether or not the Commission is to be permitted to regulate for-hire motor carriers of property. The motor carriers have found that they can evade, minimize, and slide away from the impact of federal regulation by resort to unrestricted "leasing practices," particularly by trip-leasing the vehicles of gypsies, so-called exempt carriers, and other owners of the single self-driven truck. If the Commission cannot control the leasing practices of authorized carriers, as it has endeavored to do in its challenged order, then it cannot carry out its functions of regulating the motor carrier industry.

The second truth the Teamsters sought to demonstrate is that this litigation is, in all essential aspects, a replay of the controversy in the early thirties which resulted in passage of the Motor Carrier Act of 1935. The plaintiffs are dissatisfied with the Congressional determination of 1935 that their industry should be subject to reasonable regulation in the public interest. They

seek a reversal of that determination. If they can persuade the court to hold the Commission lacks statutory power to control their "leasing practices," they will have accomplished their objective. The scheme of regulation which Congress entrusted to the Commission will then be undercut and collapse.

No Good Argument

The briefs which have been submitted by the plaintiff carriers underscore the correctness of our view. They are displeased with the Commission's Order, and they hopefully advance a variety of reasons why, in their view, it cannot stand. They do not, however, present any single theory—sharp and well-defined—as to why the Order should be nullified. Above all, these plaintiffs have not chosen to provide the Court with any factual recitation about their "leasing practices." No explanation is given of the system of gypsy operations which is predicated on the "trip-lease," of itinerant owner-operators.

The carrier plaintiffs prefer to pitch their case on a strictly legalistic basis. It is easier to argue very generally and *in vacuo* about the Commission's statutory powers, and gloss over the hard facts about the manner in which motor freight transportation is now being conducted. The all-important rule which prohibits trip-leasing of the owner-driven truck, is assailed and denounced. But the carrier plaintiffs do not care to provide the Court with any factual picture about their trip-leasing practices. They do not explain them because they know they cannot defend them. As to trip-leasing, they even find it necessary to concede "the existence of evils and the necessity for correction."

The Teamsters view continues to be that the statutory problem can be brought into focus only after the Court is aware of both (1) presently existing conditions in motor freight transportation which brought about the Commission's Order, and (2)

conditions in motor freight transportation which initially caused the Congress in 1935 to bring the industry under regulation.

It has been demonstrated by the record before the Commission that it cannot "regulate" carriers in the absence of ability to control their so-called "leasing practices." The "leasing practices" of carriers are the device to which they resort to avoid regulation, and, unless they can be controlled, all other Commission powers are vain. Each of the provisions of the Order will be found to have a reasonable relationship to clearly granted powers of the Commission, or even to be compelled in order that the Commission may exercise the powers entrusted to it by Congress.

Would Balk ICC

If carrier leasing practices cannot be controlled, the Commission will be frustrated in its duty to establish reasonable requirements with respect to continuous and adequate service. The Commission can have no assurance that carriers who rely on gypsies they trip-lease can render continuous and adequate service. The record shows such carriers may not be able to render a service through lack of ownership of the physical facilities to provide it.

The Commission will be frustrated in its duty to establish reasonable safety requirements if it cannot ban those leasing practices which inevitably conduce to safety violations. Much of its Order, including the prescription of a 30-day minimum for leases of owner-driven vehicles, was proven and found to be required in order that there might be a reasonable prospect of adherence to safety regulations.

The Commission cannot exercise its powers over rates, granted it in section 216, if gypsy operations continue to grow and spread throughout the industry. The non-invested carriers have no necessary costs, beyond the cost of an office and telephone, and rate regulation becomes farcical under the pattern of gypsy opera-

tions. Congress' careful fashioning of the Commission's powers to prescribe minimum, maximum, or actual rates for common carriers, to prevent undue or unreasonable preferences, and otherwise to function in the rate field, will all go for nought if gypsy operations may continue to tear up the foundations of rate regulation.

The Commission cannot discharge its functions under section 307 to issue authorizations to applicants on, among other things, a finding that the proposed service "is or will be required by the present or future public convenience or necessity." The pattern of gypsy operations precludes a realistic appraisal of whether the public requires more service. Similar statutory powers of the Commission to issue authorizations under sections 306 and 309 cannot be properly exercised in the absence of adequate controls over "leasing practices." The Commission may be merely wasting its time in rejecting the application of a carrier to extend its service area since, however solid the Commission's grounds, the carrier can cir-

cumvent and overturn the rejection by resorting to fictitious "leasing practices."

The Court is well aware that Congress must resort to broad delegations of power unless it is to be swamped with detail and minutiae. Administrative tribunals have, as among their important functions, the rule-making power Congress delegates to them. A particularly appropriate field for delegation of power is that of interstate transportation where an expert and specialized administrative tribunal has existed since 1887. Any delegation of power here involved has been carefully circumscribed by standards amply defined in the National Transportation Policy and the Motor Carrier Act itself.

The Commission has made ample findings to explain and support its Order. The findings it made have ample support in the record. The plaintiffs' difficulties here are, not that they misunderstand the Order or the findings on which it rests, but that they understand it all too well and know it puts a stop to gypsy operations.

Pedestrians With Driving Experience Use More Care

Persons who drive cars are far more cautious in crossing the street than are pedestrians who do not drive, a study by the American Automobile Association indicates. The study shows that nine out of every ten adult pedestrians killed in traffic accidents are non-drivers.

The AAA says that the study indicates that a non-driver fails to have the same degree of appreciation or understanding of the problem of an autoist in bringing his car to a stop quickly. Most of the serious pedestrian accidents result from jaywalking, the AAA reports.

Among the chief causes of pedestrian accidents are: Jay walking, crossing between intersections, disregarding traffic lights, stepping off the curb from behind parked cars. The study also shows that darkness increases pedestrian hazard by 63 per cent—and triples the danger to those in the 40 to 64-year-old group.

U. S. to Have 90 Million In Work Force by 1975

The United States will have nearly 90 million in the labor force in 1975, according to projected estimates by a Department of Labor economist. This figure is about 25 million in excess of the present number in the work force.

The estimates were made by Harold Wool, chief of the branch of manpower studies of the Department, who based his figures on peacetime employment without any intervening large-scale hostilities. The projections also assume relatively high birth rates during the current decade and an extension of past trend in the degree of work participation among men and women of different age groups.

The manpower expert found that women will account for nearly one half of the expected labor force between 1950 and 1975 and there would be a decline in employment of school and college age youths.

AFL Chief Raps 'Evening Star'

(Continued from page 17)

should not be overlooked or forgotten by reactionaries in our own country who extend a full measure of support to anti-labor legislation such as the Taft-Hartley law.

Regarding labor bosses to whom you refer in an insulting way—it was not labor bosses who defeated Senator Ball in Minnesota and elected Senator Humphrey, who defeated Senator Brooks in Illinois elected Senator Douglas, who defeated Senator Revercomb in West Virginia and elected Senator Neely; it was the rank and file of workers who stepped into the voting booths and cast their votes in the secrecy of said booths, free from

the interference of labor bosses. The candidates for re-election in the states named were defeated because they voted for the Taft-Hartley law, and those who were elected won because they opposed said law.

In the name and in behalf of the 8 million members of the American Federation of Labor I vigorously protest against the preparation and publication of the editorial entitled "Investigating Senator Taft."

Your Blood Is Needed!
Contact Your Red Cross
TODAY

EDITORIALS

More Evidence on Taft-Hartley

All of the charges against the Taft-Hartley law do not come from labor alone. The Senate Labor Committee has before it a report prepared by Gustav Peck, labor specialist of the Library of Congress, which indicates that the Taft-Hartley law has not "reduced tension in industrial relations."

This report said, "... a case can be made that the unwillingness of some unions and employers to accept some of the terms of the Taft-Hartley Act and the disputes that have arisen out of the meaning and intent of other provisions, have added to the areas of controversy."

This report is one more piece of evidence that the Taft-Hartley law is adding to and not taking from the sum-total of labor disputes in this country. As such, the law is contributing to friction between labor and management and should be wiped off the books. Labor should realize that the only way to get it repealed, however, is to elect the right men to Congress—and 1952 is an election year.

A Good Idea

Teamster taxicab drivers in Portland, Oreg., have developed a good idea for a free ride for customers—if the destination is the right place.

A citizen in Portland can—or could when we heard about this report—get a free ride in a cab of one of the two companies with Teamster drivers if the passenger is headed for S. W. 16th & Adler. And what is S. W. 16th & Adler? It's the county's regional blood donor center.

A Timely Warning

The American Federation of Labor has a new weekly publication—the *AFL News-Reporter*. This publication is a merger of the *AFL's Weekly News Service* and *The League Reporter*, official organ of Labor's League for Political Education. The first issue of the publication was an attractive job and if future editions are to be judged by the high standard set with Volume I, No. 1, the AFL will have a weekly publication of which it can well be proud.

The leading article in this first issue carries a timely warning by AFL President William Green. "Commie Union Plot Bared," says the front-page headline. In the story, President Green warns against an outfit called the "Provisional Trade Union Committee for Repeal of the Smith Act." A portion of a letter appealing for funds is reproduced showing the committee's letterhead and sponsorship.

The letter attempts to tie up a desire to repeal the Smith Act with a necessity which labor feels for repeal of the Taft-Hartley Act. Mr. Green warns against the device and says that "It is obvious that these efforts are part of the policy proclaimed recently by the discredited and Communist-dominated World Federation of Trade Unions to infiltrate and bore from within free, bona fide labor unions in order to sabotage our national defense program."

The article in the *AFL News-Reporter* says the committee is a "phony front" and points out that the secretary, John D. Masso of New York City, "once ran for the New York State Assembly from Brooklyn on the Communist party ticket."

Two other letters were sent out: the second by the "Self-Defense Committee of the Victims of the Smith Act" and the third on the letterhead of the United Electrical, Radio & Machine Workers of America, "an organization expelled by the CIO because of its Commie leanings."

The warning from President Green is indeed timely and one which should be heeded by all trade unionists.

New Year—New Problems

The coming of a New Year should be a time of hope and promise. In 1952 we would like to think that the age old desire for a new start will have some chance of realization by the hundreds of millions of working people in the world. But will it?

Internationally, we will probably see a continuation of the twilight period of tension which is neither war nor peace and this situation will have profound effects on our economy and on the welfare of the working people. International relations in 1952 may well bring new problems and new difficulties for all of us.

On the domestic front, we are faced with intensification of problems already created by the uncertain world situation. The Department of Labor reports that al-

most two-thirds of the nation's 174 major production centers have either a moderate or a serious unemployment problem. This is far from the serious manpower shortage which many have foreseen. Only six areas actually showed a shortage the Department said.

Labor will be faced with new problems politically—whom to elect to public office. The decisions on the political front will be of major importance. How these decisions are made may well determine labor's welfare for years to come.

What the New Year will bring, few can say with certainty. We do know that the shape of things to come can be detected in the many problems we have left over as a legacy from 1951—certainly not a happy one for organized labor.

A Continuing Danger

THE INTERNATIONAL TEAMSTER has, in the past several months, both through its editorials and in special articles, drawn the attention of the membership to the peril of the "wetback" problem. This term is used to refer to illegal Mexican immigrants in the United States for farm work.

The Government has wrestled with this problem of migratory labor for many months and the solution has by no means been achieved. Organized labor should be aware of the trend in this country toward the importation of cheap labor. The attitude of the Secretary of Labor as recently reported gives us no cause for comfort.

Importation of farm laborers from Mexico and the British West Indies would seem to be against the best interest of the country and of American workers. The Secretary of Labor has been advised by the Federal Advisory Committee not to import workers because of the unemployment of American farm workers. Such advice, unfortunately, was not followed, according to a statement from the AFL National Farm Labor Union.

The Secretary of Labor is quoted as having "boastfully" stated that he had imported 184,000 laborers despite the advisory group's warning and "This means," reports the AFL National Farm Union president, H. L. Mitchell, "that 184,000 American workers . . . were sold out and thrown onto the human dump heap of unemployed American farm workers. Contrary to the general belief created by false publicity of the corporation farm operators that a farm labor shortage would exist in 1951 due to high defense production goals established by the Department of Agriculture, the Bureau of Agricultural Economics, on October 31 revealed goals would be met with approximately 400,000 less workers, due to fuller use of farm machinery and utilization of domestic labor. According to the report of Senator John Sparkman (D., Ala.) in February, 1951, there are two million unemployed farm operators in the U. S."

The implications of the charge by the farm union are

serious. Has Secretary of Labor Tobin recruited unnecessary labor and thereby deprived farm workers here of jobs? Has he added not only to farm job acuteness, but indirectly to the job dislocation of others who are affected by importation of unnecessary labor?

The farm labor problem may seem complex, but a few simple fundamentals can readily be understood. If this country has adequate farm help, there is no need for imports. And the country should be told truthfully—not via the big guns of large corporation publicity—what the facts are.

This matter of farm labor and foreign imports is a serious one which organized labor should pay far more attention to in the future than it has in the past. Others besides the National Farm Labor Union should be deeply concerned. The Teamsters' Union is concerned since some of its jurisdiction is concerned directly with agricultural production and processing. The problems of imports is a continuing danger which should be watched—and the nation warned emphatically about the peril to our welfare.

Low-Paid Workers Hit

Most tax-paying American workers know by now that there has been a stiff tax boost. A bigger bite is being taken out of the weekly pay check now than a few months ago.

While the tax boost has been fairly general, it is the little guy who gets it in his financial neck—he has been hit hardest by the recent increases. *The Wall Street Journal* spells out the way in which the low-income workers get hit:

"A single person with no dependents and a net income of \$800 for 1951 will pay Uncle Sam \$41 in taxes thereon, 17 per cent more than he paid in 1950. A similar individual with a net income of \$10,000 will pay \$2,486 for this year, only 12.9 per cent more than he paid for 1950, while an individual who earns \$1 million will pay \$872,000 in taxes, 9 per cent more than he paid for 1950."

"Next year," says *The Wall Street Journal*, "the full force of both the 1950 and 1951 Revenue Acts will hit all individuals, and low income taxpayers still will get the hardest blow, percentagewise, in comparison with 1950. A single person with no dependents will pay 25.7 per cent more for next year than he paid for 1950. A similar individual with \$10,000 net income will pay only 23.9 per cent more for 1952 than he paid for 1950, while an individual who earns \$1 million will pay 10 per cent more."

The figures may seem as if the little fellow is not being hit too hard, but he has less from which to pay. According to his assets, the little fellow is shouldering more of the tax bill than his better off brethren—and so it goes as taxes go up that the lower bracket people will bear percentagewise the major share of the burden.



FIRST OFF, may I say Happy New Year to you all and may all your dreams come true in 1952. A good part of them can you know, if you don't just let them remain dormant as dreams, but actually get busy and make them come true. Perhaps you can't have the actual thing you dream of but how about a reasonable facsimile thereof, even if it has to be on a very small scale. Here's an example of what we mean:

Jean Jones, all her life had wanted a beautiful garden. She loved flowers and longed for a pretty blooming yard more than any other material thing in the world. For years she just dreamed of her "dream" garden which was impossible in the two by four concreted back yard she had. Then one day our Jeanie decided to stop dreaming and start doing. Did she get her beautiful garden? Well no, but this is what she did do. She grew some of the most beautiful window boxes and potted plants in town and she has won prizes at the local flower show three years in a row with her African violets. So my friends take note and start making those dreams pay dividends.

* * *

Mid-Winter Fun

There always seems to be a terrific letdown after the holiday season and things seem to be pretty dull until March and April begin to wake up the old earth again, putting on their verdant petticoats of fresh young leaves and telling the world it's beginning to be spring.

Well, when you get the winter doldrums good and proper, it's time for a party. Did you ever have a progressive dinner party? You might interest some of your friends in one. They are lots of fun. You work it this way—with three or four "houses" participating:

1st House—Cocktails and appetizers, olives and celery

2nd House—First course—soup, fruit cup or what have you—and salad

3rd House—Main course—meat and vegetables

4th House—Dessert and coffee

At the last house, all participating, spend the rest of the evening playing cards or games or whatever the tastes of the group indicate. Incidentally, speaking

of cards, have you Canasta fans tried "Samba" yet? It's played in the same manner as Canasta, but you use three decks of cards, take two cards each time instead of one and in addition to Canastas made the regular way, you make Canastas of sequences—seven consecutive cards in the same suit. If you like Canasta, you'll also enjoy its variation, Samba.

* * *

Early Blooms

In the above item, we were speaking of spring and it reminded me—to remind you—early—that if you have a forsythia bush or know anyone else who has one, and you can beg, borrow or steal a few sprays, you can put them in warm water and force them to open very early. Thus you can have a lovely spring bouquet of brilliant yellow in mid January, long before any spring plants have thought of bursting forth.

* * *

Scintillating Simulants

Do you ever turn the pages of the lush fashion magazines and view with envy the gorgeous jewelry with real live diamonds and rubies pictured there? One of the most beautiful creations of today, is a set of gold brooch and matching earrings fashioned like oak leaves and sprinkled all over with tiny diamonds. The set costs something like \$500. Well ladies, if you're an average Teamster's wife like myself, this is just about \$495 more than you can afford to pay for a jeweled set to wear with that new black dress you got for Christmas. Well, for \$2.40 you can get a lovely set of costume jewelry designed for all the world like the glamorous original. Of course the gold will tarnish and the rhinestones lose their shine—but not for many months and meanwhile you have a pretty set of sparkling baubles to dress up your drabest frock.

* * *

Always Something New

A walk through the toy department last month just before Christmas was certainly revealing. The toys they manufacture nowadays are really out-of-this-world. And the dolls! Used to be that

the only qualification for a doll was that it be pretty and have a pretty dress. If it shut its eyes in sleep, that was pretty wonderful. Now unless it "does" something, small daughters don't want them. They must drink or cry real tears, wet their pants, or "burp," have Toni permanent waves, walk, talk or perform some other miraculous mechanical feat, to even rate a second glance. I saw one darling moppet of a doll, made of some pliable composition. Its face was wreathed in smiles. At the turn of a knob at the back of the head, its face screwed up and cried. Another beautiful number not only talked but sang songs and recited, by virtue of a record of some sort within its body. Oh age of wonders!

* * *

Sewing Hints

Are you a seamstress? One of our faithful readers, a lady in Norfolk, Va., who is a splendid dressmaker, sent us some sewing hints which she finds useful. I pass them on to you

Scissors dull? Sharpen by cutting through fine sandpaper several times.

Thimble too large? Put a piece of adhesive tape around the inside.

Make a pincushion of a pad of steel wool covered with velvet. The pins will go into your fabric more easily and will never get rusty.

Sew buttons on the clothes of active children, with elastic thread. It will give when the child moves and you'll have fewer buttons popping off to say nothing of many less holes torn in the material.

When you are making a housedress for yourself or a child's dress, sew a little piece of the material on the inside to one of the seams. Then each time the dress is washed, the small piece of material will be laundered too. Then should you ever need to mend the dress, the patch will match it exactly.

When sewing on snaps, sew the half of the snap on first that has the little peak in the center. Rub this with white chalk and press against the material. It will leave a little white mark and show you exactly where the other half of the snap belongs. Thus you are sure to get it in the right place and will save time as well.

* * *

Look Toward Spring

Well, that about winds us up for another month. Just one more little thing. You probably took on a little excess weight during the holiday season. Don't let those extra pounds continue to accumulate. Remember when spring comes around, you're going to want to look slim and beautiful in your new Easter suit. Begin right now to watch those calories and do those exercises so that come March you'll be a slimmer, lovelier you, and will you be happy!

So long till next month.

SHORT HAULS



P. O. Adds 201 Truck Routes During 1951

A total of 201 new truck routes for the U. S. mail have been put into operation since early 1951, the Post Office Department reported late in 1951. Eighteen new routes were inaugurated in November to handle bulk mail. The program will be continued in January following a brief interruption in December when the Post Office Department reported that it did not wish to make any changeover from rail to truck during the Christmas rush.

U. S. Needs 4.5 Million Defense Workers in '52

The nation will need 4.5 million more workers by the end of this year, reports Robert Goodwin, executive director of the Defense Manpower Administration of the Department of Labor.

The estimate by the Labor Department official said that 2.5 million persons will be shifted from civilian to defense production and another million, mostly women, will be recruited from outside the present labor market. The remaining million workers will come from the normal increase in the nation's labor force. In December those employed in defense numbered 5.2 million.

Nation to Get Aluminum In U. K.-Canada Deal

A step-up in available aluminum supplies as the result of importing metal from Canada may slightly ease the manufacturing situation in some lines including truck and trailer body manufacturing.

Additional aluminum totalling more than 22 million pounds will

be available from Canada as the result of arrangements made with Canada and Great Britain. Aluminum will be made available at the rate of a little less than 4.5 million pounds monthly as purchases diverted from allotments originally intended for Great Britain. Compensating arrangements for other metals were made in order that aluminum might be provided the U. S.

Navy Tests Lubricants Under High Temperatures

The Navy Department has been testing lubricants under high temperatures in grease testing ovens at the Naval Engineering Experiment Station, Annapolis, Md. Tests are made under high temperature and high speed operating conditions.

Greases tested were applied to ball bearings run at speeds and loads simulating actual operating conditions in ovens where the temperature could be maintained as high as 500 degrees Fahrenheit. Preliminary findings indicated that a temperature increase from 250 to 300 degrees cut the effective life of petroleum by 90 per cent.

N. Y. Constitutionality of Truck Law Tested

The constitutionality of the New York state law on weight-distance truck tax will be tested, according to proceedings under way.

A state supreme court justice in New York says that the state cannot collect the new tax until the constitutionality of the law is determined.

The order of the judge has given the state authority to enforce all provisions of the new tax law except collection of fees. The order stipu-

lated that the state can force truckers to obtain \$5 highway user permits and also to keep records on taxes which will be due if the law is found to be constitutional. Indications are that a decision on the constitutional question will be forthcoming.

Death Takes Newark, N. J., Teamster Local Official

John H. Webster, secretary-treasurer of the Milk Drivers and Dairy Employees Local Union No. 680, Newark, N. J., died November 12 following an illness.

Long known as an active and ardent trade unionist, Brother Webster was identified with the progressive advances made by workers in the dairy industry in the East.

Funeral services were held November 16 at Elizabeth, N. J.

Gross Weight Formulas Unsound, Says Expert

Gross weight formulas should be abandoned in determination of truck load limits and other criteria used, believes John B. Hulse, managing director of the Truck-Trailer Manufacturers Association. He urged "serious thought" toward adoption of the axle weight limitations with certain common sense restrictions on axle spacing, number of units in combination and total over-all strength.

Hulse made his views known in an address before the national transportation meeting of the Society of Automotive Engineers in Chicago recently. He said that fixed, rather than formula, limits are more easily understood and enforced. He said that fixed limits "can protect our pavements and structures while allowing highway transportation to make its maximum contribution to our national economy."



A New Superhighway Makes Bow

A NEW link in highspeed expressways in the U. S. has been forged with the recent opening of the 118-mile New Jersey Turnpike. Extending diagonally across New Jersey from the George Washington bridge in the northeast the new superspeed toll road runs southwest to the Delaware Memorial bridge, near Wilmington, Del.

The new turnpike begun less than three years ago was dedicated on November 30 with Governor Alfred E. Driscoll of New Jersey, engineering civic, construction, highway and labor leaders attending the official ribbon-cutting ceremony. The official dedication marked the opening of substantial lengths of the highway with the final nine-mile section to be put into service in mid-January.

The new superhighway is 118 miles long and is of the latest in design and engineering, geared to 75 miles per hour speed with safety. The speed limit, however, as set by New Jersey is 60 miles an hour. No grade is beyond 3 per cent with most of the surface being no more than 0.5, 1 or 2 per cent grades.

The highway was planned to

New Jersey Turnpike Is Important

Link in Growing Network of 'Supers';

Will Relieve Traffic Ills in the East

answer the demand for better route through and into New Jersey by commercial and passenger travelers alike. New Jersey calls itself a "corridor state" which means that it is a vital link in traffic from the metropolitan New York and Philadelphia areas, populous New England and the South. Likewise shipments coming from the West traverse New Jersey in part en route to the port of New York.

The New Jersey Turnpike is an essential link in the growing network of superhighways which is being constructed to meet the demands of modern motor transport. When the turnpike was dedicated the Authority chairman, Paul Troast, said that the agency was pledged to link the New Jersey Turnpike with the famous Pennsylvania Turnpike "within 20 months." A similar pledge was made by a Pennsylvania Turnpike Authority official who said the gov-

ernor of Pennsylvania had asked his agency to proceed "forthwith" to forge the new link.

Traffic congestion has been steadily increasing in the East as the usefulness and popularity of motor trucking as freight carriage becomes more and more widely adopted. While New Jersey is forty-fifth in size, it is second in the nation in population density and sixth as an industrial producer. The state forms part of a group of northeastern states containing 35 per cent of all industry in the country.

In addition to its own population and industrial needs, New Jersey forms part of the New York-Philadelphia area which contains some 14 million people or about ten per cent of the country's population.

Teamsters who drive in the East and who have had to traverse New Jersey do not need to be told of the traffic problems incident to in-

creased congestion in the state. The new highway as it is opened completely to traffic will mean easier driving for those whose routes take them via the pike.

The New Jersey highway department made surveys in 1946 on minimum needs for the then existing traffic and resulted in a finding that \$600 million would be needed to relieve congestion in the state. Two years later Governor Driscoll proposed to the state legislature the creation of a New Jersey Turnpike Authority which would finance trunkline construction through the sale of bonds. The Authority was set up in March 1949.

The task of getting the turnpike built presented many obstacles due to problems of engineering, terrain, land acquisition, rights-of-way, etc. The route was divided into seven sections with outstanding engineering firms designated to make studies. Following engineering studies and preparations for contract and construction work the job was likewise divided into sections for construction. In all a total of 85 major contracts and 45 miscellaneous contracts were awarded involving nearly \$200 million for grading, drainage, substructures, superstructures, paving, buildings and relocation of public utilities.

Spectacular Jobs

Constructionwise the building of the New Jersey Turnpike was one of the most spectacular operations of recent years in the engineering field. Construction work, incidentally, was done by union labor.

The highway is a divided expressway without grade crossings, with no stoplights and no left turns. Of major interest to truck drivers are the long acceleration and deceleration lanes for entrances and exits. Each such section is 1,200 feet long at interchanges and service areas to assure additional safety in merging the turnpike traffic and entering traffic or for the reduction of speed when exits from the pike are made.

Service areas are provided for the

comfort of turnpike users and are designed as integral part of the overall turnpike scheme.

Here are some facts and figures about the new superhighway:

Length: 118 miles;

Width of right of way: 250 feet in the north; 300 feet in the south;

Design speed: 70 to 75 miles per hour;

Grades: 3 per cent maximum; generally much less 0.5 to 2 per cent;

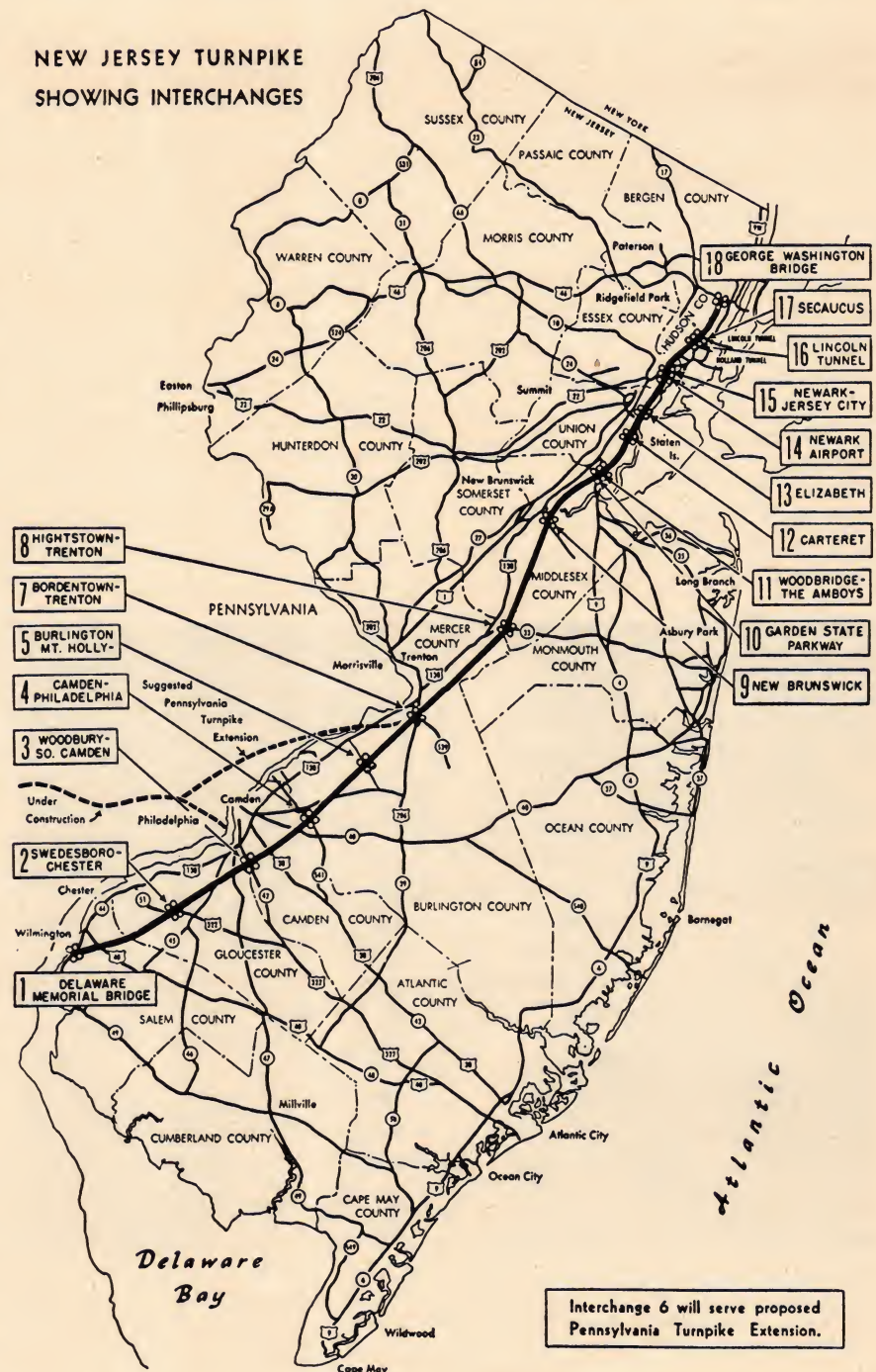
Sighting distances: Daylight (four-foot object) 475 feet at 60 m.p.h.; 700 feet at 75 m.p.h.; night sighting (headlamps) 800 feet at 60 m.p.h. and 1,000 feet at 75.

Bridge clearances over turnpike: 263 structures including 30 box culverts, 31 stream crossings, and 194 railroad and highway crossings;

Traffic lanes: 12 feet wide with four lanes initially and six ultimately with as many as eight on one section.

Width of median between inner

NEW JERSEY TURNPIKE
SHOWING INTERCHANGES



edges of pavement separating lanes: Narrow on four major bridges (six feet) 20 to 26 feet on two other sections and as much as 94 feet in another section.

Shoulders: 10 feet of outer shoulders are established.

Governor Driscoll calls the New Jersey Turnpike the "finest highway in the world" and said that it would not only "provide a new facility for traffic but will also afford relief for motorists who use our parallel highways."

Tolls on the highway will vary at different sections from 3.5 cents a mile north of the Raritan River and 1.13 cents a mile southward. Passenger car tolls for the full 118 miles is \$1.75 while that for trucks of the large trailer combination with four or more axles will be \$5. These tolls will net more than \$8 million this year, according to preliminary estimates. Traffic in the sections opened in December, however, have exceeded early traffic forecasts and hence 1952 revenues may be greater than at first predicted.

Of major importance to Teamsters are the safety factors which have been engineered and built into

the new expressway. The wide lanes, on deceleration areas, as heretofore indicated contribute to safe driving. Reflector buttons outline the right-of-way in a flowing line which outlines every curve and rise of the entire length. The signs are large enough to be read a quarter of a mile away with some signs on the pike large enough to be legible a half-mile away. As the new roadway comes into use, the value of the new safety devices will be apparent to pleasure traveler and trucker alike.

A Time Saver

The convenience and time saved in travel will be apparent to all who use the turnpike. Time saved with perhaps lowered costs may be reflected in increased motor freight, although traffic experts say it is too early yet to predict whether this will actually materialize. Passenger traffic on the pike will also relieve some of the other heavily used roads in New Jersey thereby aiding in speeding overall traffic in the state. Whatever the development, Teamsters will add their vote to the convenience and safety contributed by the new expressway.



The Garden State Parkway (former Route 4 Parkway) interchange of the New Jersey Turnpike is shown above. Three-level structure in upper foreground shows main street in Woodbridge at top level, underpassed by Garden State Parkway and the Turnpike at the lowest level. Seventeen traffic interchanges on the Turnpike will connect directly with east-west highways.

Two-Year Highway Program Urged

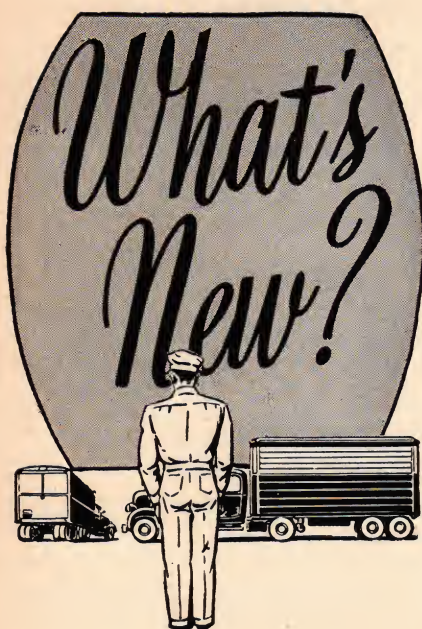
A comprehensive two-year highway program totalling \$810 million is being recommended this month to Congress by the American Association of State Highway Officials. This proposed program would follow the present program being carried out under an authorization of 1950 which totals \$500 million.

The formula being proposed is a 50-50 Federal-state matching proposal and will include \$210 million for the Interstate System of Highways with an equal amount to be provided by the states within which the highway is located.

A comparison of the new proposals and that of the present indicates the difference in amounts recommended. Under the new proposals \$210 million is recommended for the Interstate System with none so earmarked in the present act; however, Federal funds are provided for use on this system through authorization for primary roads contained in the bill.

The primary roads recommendation is set at \$270 million or \$45 million more than that under the present law. The secondary roads recommendation of \$180 million is advanced from the present \$150 million and for urban roads the association feels that \$150 million should be appropriated as against the present \$125 million authorization. The proposed authorizations would be effective for the fiscal years ending June 30, 1954 and June 30, 1955.

The state highway road officials association has also made other recommendations on proposed highway improvements. It believes that \$32 million should be authorized for forest highways annually and \$28 million annually for forest development roads and trails. Another \$16 million should go for construction, reconstruction, improvements and maintenance of roads and trails in national parks and areas administered by the National Park Service.



Convenient, Efficient Reciprocity Sander

Operating with a straight line, reciprocating action, a new sander permits sanding up to right angles and does not cut abrasive patterns. Work in overhead and other awkward positions is made possible through a front handle on the unit. The sander, which is full size, features a new type of abrasive holder for attaching of the coarsest abrasive grits. Seventy pounds of air pressure maintains an efficient operating speed.

Designed for Close Quarters Drilling

Especially designed for close quarters work and incorporating a new handle shaped for plenty of finger room is a new model 1/4-inch drill featuring full-size ball bearings, heat-treated gears and splined gear shafts. Powered by a universal motor and available in 115 or 220 volts, the standard speed unit has a no-load speed of 1,700 r.p.m.; the low speed unit is rated at 600 r.p.m. Also included with the drill as standard equipment are a two-pole automatic-release trigger switch and locking pin, three-jaw geared threaded chuck and key.

3 1/2 oz. Aluminum Gasoline Filter

The light weight of a new aluminum gasoline filter, only 3 1/2 ounces, makes it possible for it to be supported by the fuel line alone. The physical properties of a non-woven rayon cloth which covers each filter disc prevent fibers from shedding and clogging the carburetor needle valve. The filter, which can be installed any-

where in the fuel line, provides a metal bowl designed to hold water extracted from the gasoline and fuel is prevented from by-passing the filter element by positive sealing of the filter path.

Speed Control Promotes Safety

A new adjustable speed control is now being marketed which clips onto auto or truck accelerator pedal. This inexpensive convenience can be easily and quickly mounted by anyone and not only promotes safety but increases mileage per gallon of gas and gives relaxed driving comfort. Especially helpful for winter driving, the control is also ideal for breaking in new cars and for training beginners to drive. Its clip carries a lifetime breakage guarantee.

No Gear Assembly For Hub Counter

There is no necessity for a drive or gear assembly when installing the revolutionary new counter on truck or bus hubs. Also, regardless of the position of the wheel, the reading dials of the counter remain horizontal.

For installation, a hole is driven into the hub cap and the unit attached with a common hexagon nut. Since the unit is in a sealed case, guaranteed by the manufacturer to be oil-, dust- and moisture-proof, it requires no further servicing following installation.

Trouble Light Leaves Hands Free

A new portable handlamp is particularly convenient for use where the light source must remain close to the work

while the operator has both hands free. The trouble lamp comes equipped with a sturdy gripper attachment which can be clamped to any object and at any angle or position.

Anti-Freeze for Auto Key-Holes

Protection against freezing for the lifetime of automobile and other types of locks is said to be provided by a new key-hole anti-freeze. This chemical compound, which requires only one application, is a transparent liquid that will not mar plating or car finish and will neither harden, gum nor wash out.

Coating Prevents Underbody Rust

Protection against rust is said to be afforded by a new underbody coating providing a chemical anti-moisture seal. The flexibility of the compound allows expansion and contraction to prevent the possibility of cracking or separating and sufficient protection is provided by an application of 1/16 inch.

Adjustable Length For Power Conveyor

Due to its adaptability to a wide range of combinations, a new table power conveyor can be extended from a length of 15 up to 60 feet through the addition of five-foot sections. A wide choice of belts are available ranging from 10 to 20 inches and side leaves can also be obtained to increase the table-top working space. The unit, which operates on a 1/3-hp. motor, one- or three-phase, is adjustable in height from 21 to 40 inches. The mounting may be lagged to floor or on casters for portable use.

Self-Loading British Truck



This British-built truck has a pull winch behind the driver's cab which loads and unloads as much as twenty-five tons. This view of the truck—called Thornycroft's Mighty Antar—shows an unloading operation. As cargo nears platform, its weight lifts truck's front wheels.

Relax WITH US

Blow That Hornet!

A bus driver was filling out a report about a highway breakdown. When he came to the line "Disposition of Passengers," he wrote: "Mad as hornets."

★

Tall Story Time

Restless youngster (at 3 a.m.): Mommy, tell me a story.

Mother: Hush, dear. Daddy will be in soon and tell us both one.

★

Never Again

Sympathetic Person: "Hello! What's the matter, little boy? Are you lost?"

Little Boy: "Yes, I am. I mighta known better'n to come out with grandma. She's always losin' sumpin'."

★

Rocked Him Back

Flapper: "Don't you speak to him any more?"

Ditto: "No! Whenever I pass him I give him the geological survey."

"Geological survey?"

"Yes, that's what is commonly known as the stony stare."

★

Oasis

There's a town out West, that's so small they have "Come again" on the back of the "Welcome" sign.

★

In A Bad Way

Teacher: "What is a 'deficit,' Johnny?"

Johnny: "That's what you've got when you haven't got as much as when you had nothing."

★

Cut-up Chicken

In a final effort to discipline her bad and wayward chick, mother hen said to him, "If your father could see you now, he'd turn over in his gravy."

★

Hifalutin' Language

A rich old aunt was paying her nephew's college expense, and her visitor asked her if it was expensive.

"Well," said the aunt, "language runs pretty high. My check this month covered \$10 for English, \$20 for Latin, and \$110 for Scotch."

Fast Man

The personnel manager was interviewing a man for a job.

"How long did you work in the other place?"

"Fifty-five years."

"How old are you?"

"I'm 40 years old."

"How could you work 55 years when you are only 40 years old?"

"Overtime."

★

Kiss It Goodbye

"Would you say that mistletoe is a plant?" "Oh, I'd just call it an excuse and let it go at that."

★

Bend An Elbow

Donald MacTavish invited his friend to spend New Year's Eve with him, and gave directions for finding his house. "When you find the right number," he said, "walk up the steps and ring the outside bell with your elbow. Push the door open with your elbow, and, inside, ring the third bell from the top with your elbow." "The directions are all very clear," said his friend, "but one thing puzzles me. Why do I use my elbow to ring the bell and open the door?" "Well, mon," said MacTavish, "I'm taking into consideration that you won't be comin' emptyhanded."

★

Could Be

"Pa, what's a necessary evil?"

"One we like so much we don't care about abolishing it, my son."

★

The Light Touch

A contractor, doing some excavating, was charged with negligence when a pedestrian fell into a pit on a dark night. The watchman, a somewhat dull-witted but loyal fellow, was to be called to testify concerning danger signals. He was primed by the contractor, and when called to the stand swore steadfastly that ample lanterns had been hung in the area. On the strength of his testimony, the case was closed, and the contractor congratulated him warmly. "You did very well, Sam," he commented. "Were you nervous?" "Wal, not exactly, Boss," replied Sam, "but I'll tell you I sure was scared that lawyer feller was goin' to ask me if them lanterns was lit."

Utter Stranger

A guest at a New Year's party hurried to the host to warn him that his best friend was making love to his wife in her boudoir. "Nonsense, old man," declared the host, "He's not a friend at all. Why, I've never even seen him before."

★

The Obedient Boy

Father: "Junior, run outdoors and play. I can't stand all this infernal noise."

Junior: "I will not—I don't want to go outdoors."

Father: "Well, then, stay in. I tell you I insist on obedience."

★

No Wood Shed?

Mother: "John, do you know where naughty boys go when they smoke?"

John: "No, Mother, but I should think the ice house might be a safe place."

★

Horning In

A young couple, apartment hunting, noticed a sign hanging in a basement window of one of the buildings they were inspecting. It read: "Saxophone—cheap." Several yards beyond, in another window, was a second sign, this one reading: "\$5 given cheerfully to anyone who will buy it."

★

Patient Doctor

Mrs. Crockett: "Poor Doctor Dent must be badly in need of money."

Mr. Crockett: "What makes you think so, my dear?"

Mrs. Crockett: "Well, when I went to tell him about these attacks I've been having he said it was mighty lucky I came along today."

★

No Bull-oney!

The young swain climbed into a field to gather some flowers for his girl friend and, sighting a bull in the same pasture, called to a near-by farmer, "Hey, mister, is this bull over here safe?"

"Well, sonny," drawled the farmer, "I don't know for sure, but I can tell you he's a dern sight safer'n you are."

★

Save the Parents!

Two modern youngsters were discussing the subject of piggy banks.

"I think it's childish to save money that way," little Mary opined.

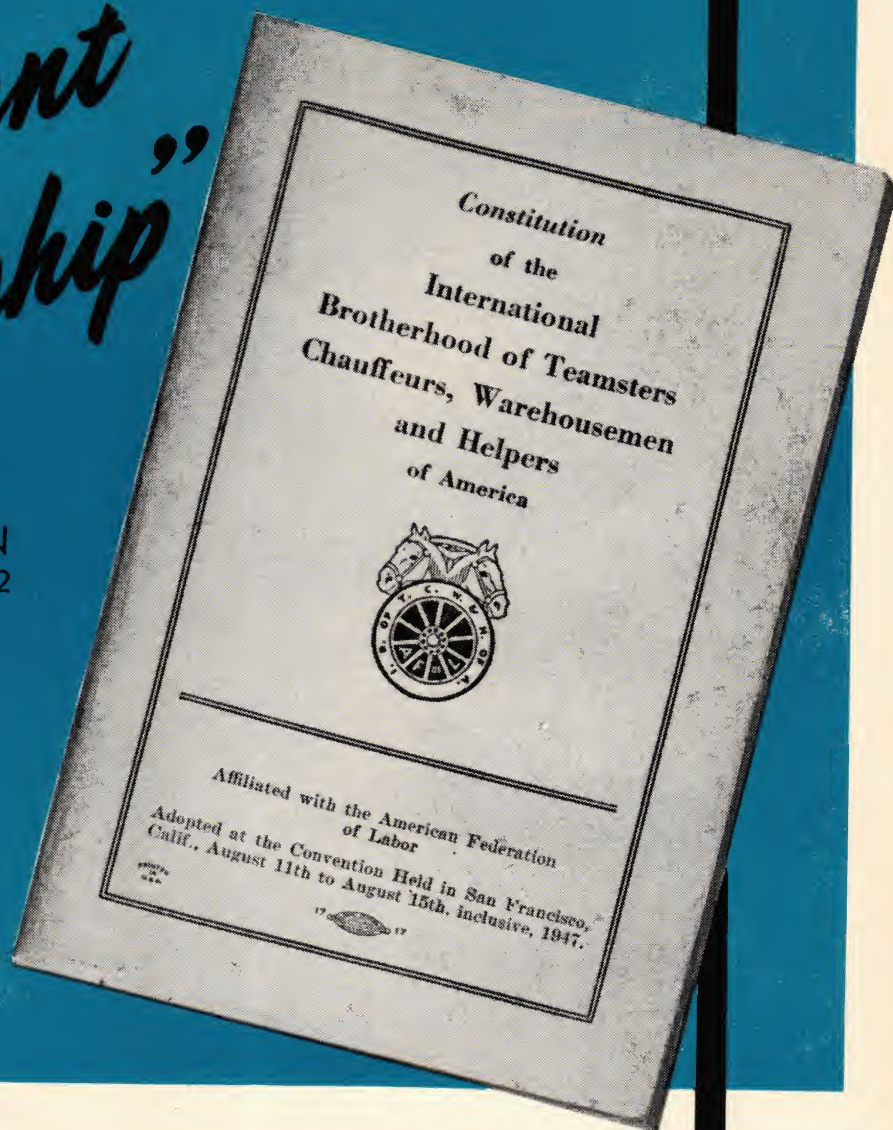
"I do, too," Annie replied, "and I believe also that it encourages children to become misers."

"And that's not the worst of it," Mary exclaimed. "It turns parents into bank robbers."

"ORGANIZATION REQUIRES

Intelligent Membership"

IBT CONSTITUTION
Article 1,—Section 2



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